

# Hill Shipping

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 Complete Professional Package

#### 1953 STEP-SIDE PICK-UP TRUCK



Why a truck you may well ask, just fancied a change from a car, I have looked for a couple of years now on Ebay.com, the price wasn't right or after inspections not as the advert read. Then this year in Feb, I came across this 1953 5 window step-side pick-up truck located in Grass Valley California, nice dry state, the primrose yellow caught my eye. Advert read full frame off restoration, 6 times trophy winner, it said email for appraisal & more photos, this I did.

In the mean time I was onto Hill Shipping for a quote, it was within my budget, I then spoke to the appraiser and the client he was selling the truck for, and a deal was done, it scored a 4 out of 5 on the report.

Hill Shipping collected the truck and home she sailed in a container. It arrived at Southampton, where it was transported to my home in a covered wagon. When the curtain was pulled open there was my truck not a mark or scratch on it.

Just like to say once again a big thanks to Hill Shipping, and Tristan the guy who delivered it all in one piece.

Highly recommend this team another job well done.

Thanks again to you all.

Phil Hynes









For prices and further information contact:

Tel: 01795 876000 • Fax: 01795 875000 Email: sales@hillshipping.com www.hillshipping.com



Ben Klemenzson Viewpoint

# To eBay or not to eBay that is the...

Question! I have just spent the most surreal couple of weeks trying to sell my European daily driver on eBay (I have three American cars and had one temporary European daily driver which has now been disposed of).

I've actually never sold a car on eBay before, although I have heard many tales of woe over the past couple of decades. In fact I've carried out 140 transactions on eBay itself, all of which have been conducted flawlessly and I have a 100% positive rating; however, the moment it came to selling a car, I seemed to have entered some sort of parallel universe of idiocy.

The car was won within a day of it being listed ("for spares and repair as the engine has seized") by a foreign bidder, who when the auction ended didn't reply to any of my messages about when he would be paying or collecting the vehicle. Evidently it was time to relist; soon

another foreign party was calling and texting me about the vehicle. Everything was all sorted, a price, a day, a time for collection... then about 30 minutes before he was due to collect it he texted me to ask if it was "driveable". 'This has got to be a joke' I thought to myself; however, I can only assume his English wasn't very good as the ad specifically requested that only people who were able collect it with a trailer or transporter bid, and that the engine was seized and the car not driveable.

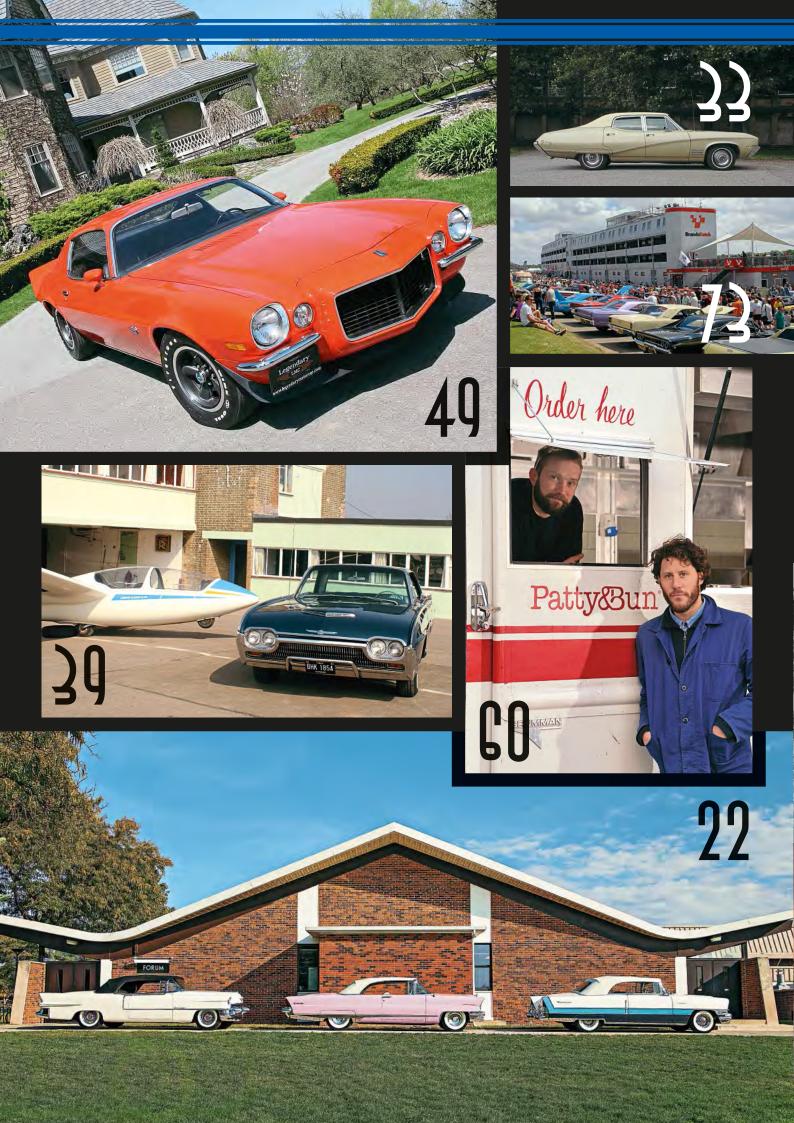
It's been an interesting experience and has made me wonder if the old fashioned classified ad might be about to experience a massive revival, as I for one, cannot be bothered with this Kafkaesque nonsense. To be fair there are success stories, such as the T-bird in this month's issue, which was bought over the internet. However, as the only American automotive title in the

UK offering free classified ads, it's something we've always been aware that our readers value and we'd certainly like to think we offer a good service. Having said this we have been experiencing problems with our new classified servers, so if you have submitted an ad in the last few weeks and you don't see it in this month's magazine, try again and we'll do our best to get it into the next issue.

This glitch aside, I'd be really interested to hear your thoughts on ways in which we could improve the service. And if you've had similar experiences to me when trying to sell your vehicle on eBay, maybe think about putting an ad in Classic American as well? It's free and it goes out directly to people who might potentially be interested ...

Ben Klimen Born







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#### claremont convente



1992 Corvette C4 Automatic LT1 in White with Light Beige leather interior. Exceptionally low mileage with a very rare and desirable colour combination. Always well maintained and never modified. Extensive service history back to 2002. 31,250 miles..... ...£11,995



1968 Corvette 327 350hp 4-speed Manual Convertible Safari Yellow with Black weave interior and black convertible top. Extensively restored



1988 Callaway Twin - Turbo 100 Plus Six speed Convertible. Dark Blue Bright Blue Leather 16,700 original miles. Local from new. In 'Collector's Corvette C4 1984-1996, pages 68-69. 1 of 3 Export - only 1988 100+ Editions with extra 100 bhp. T56 6-speed. Stunningly fast ..... £45,000



1957 Corvette Resto-Mod 350 **Automatic** 5.7 V8 1957 Corvette Resto-Mod. TPI injected 5.7 Chevy 350 V8, 4-speed Auto, Steel Cities Gray, Burgundy leather, C2 K/O wheels, disc brakes, power steering. Total restoration, superb drive .... £64,995



1988 Fiero Mid-Engine litre V6 a 2.8 auto. White with gray interior. Very original example of last year of V6 GT

with all the 1988-only brake and suspension upgrades. Supplied new in Quebec with metric gauges and shipped to Switzerland where it has been cherished ever since. Many new parts recently fitted inc 4 new tyres on just correctly restored 7 x15 and 8x 15 cross-lace alloy wheels. Full GT package, one only 6,849 built and with rare AC delete. Fast and smooth to drive with superb mid-engine handling, 79,000 miles.....



Corvette 1988 5.7 Auto in dark red metallic, Grey leather AQ9 sports seats, air conditioned. 245 acrylic roof panel,

G92 Performance Axle ratio, KC4 engine oil cooler, V01 heavy duty radiator and Z52 Sport handling package including 17" alloys. Recent new tyres on repainted wheels. Claremont stainless Monza exhaust. Extensive service history back to 1989, 92,000 miles.....£8,995

2000 Corvette C5 350 5.7 litre LS1 Auto Euro Coupe finished in Torch Red with Black leather interior, Bose AM FM CD changer, air-conditioning, head-up display. Incredibly original Euro C5 Coupe in one of the best colour



combinations. Very low mileage with service history. 19,700 miles ......£18,995

Phone for special offers on all Corvette parts. We are open 9-5 Monday-Friday and 9-1 on Saturdays. Please telephone to check if a particular car is available to view. Call us today on 01634 244444



Claremont Corvette Corvette Centre, Malling Road, Snodland, Kent ME6 5ND, England. Email: info@corvette.co.uk Mob: 07836 388888. Fax: 01634 244534

www.corvette.co.uk







Rounds three and four of the Footman lames 2015 Car of the Year competition took place in June at the American Speedfest III held at Brands Hatch and the Footman James Bristol Classic Car Show (see reports on pages 73 and 79 respectively). Both events benefited from dry, warm weather and subsequent good attendance... But who bagged the

Car of the Year heat winner trophies?

First up was Ken Bargh's 1966 Ford Mustang GT fastback at American Speedfest, followed in complete contrast, by Nigel Perring's 1968 Buick Electra 225. Two very different cars, but both absolutely beautiful and a welcome addition on to the Classic American stand at the Classic Motor Show this coming November...

#### Mustangs in Maidstone

Residents of Maidstone near Haynes Ford may have heard the throaty roar of some of America's most iconic Ford Mustangs descending on the town last month. To celebrate the launch of the all new right hand drive Ford Mustang, that will be available for UK roads for the first time later this year, Haynes was one of the very few Ford main dealers allowed to display one for a weekend, ahead of its official UK dealer release. To mark the occasion Haynes Ford held a special Mustang Celebration Weekend Event and Open House for customers.

1968 Buick Electra 225.

During the finale to the weekend, the company invited the Mustang Owners Club GB to display members' many Mustangs outside the Haynes Ford Showroom and on its forecourts. It also invited owners of Ford's other most notable UK vehicles of the Mustang era to attend.

The Pony Car, as the Mustang became known, was launched in 1964 in the US and became an instant hit featuring

in many celebrated movies including the famous 1968 movie Bullitt starring Steve McQueen.

On display at Haynes were many fine examples of the Mustang ranging from 1965 to the present day, including the all new European specification one to be launched in the UK later this year.

A total of over 30 Mustangs were on display at Haynes and highlights included three performance Shelby GT 500s, a Mustang Pace Car, Boss 302 and a 1965 Fastback.

The company also had on display its own 1965 red Mustang coupe that had recently been restored at its Ford bodyshop at Parkwood.

Haynes Ford operations director Richard Collison said: "The Mustang Owners Club GB did a fantastic job in supporting the event and we attracted hundreds of visitors who were all keen to see the famous Mustang throughout the many stages of its production life."









#### JEEP UNVEILS RETRO **CONCEPTS AT MOAB EASTER JEEP SAFARI**

The beauty of concept vehicles is that they give automakers a chance to unleash a little creative talent and have some fun. And when you've got an iconic brand like Jeep that's rich in heritage, it can make for some interesting possibilities.

Two that most recently come to mind are the Jeep Chief and Jeep Staff Car Concepts, which the brand chose to unveil at the 2015 Moab Easter Jeep Safari (March 28-April 5). The Chief is based on the Wrangler but you'd probably never guess from looking at it. Paying homage to the original 1974-83 Cherokee (a vehicle that was sold new in the UK and with RHD to boot), it features signature styling cues including the famous 70s Cherokee/Wagoneer grille and circular headlights. It also sports squared up fenders, real chrome bumpers, period style Ocean Blue and white colour scheme, 'French bread' roof treatment, Hawaiian themed interior, 17in 70s style slot mag wheels and a 2in leep Performance Parts lift kit with Fox Shox and Dana 44 axles. Power comes from a 3.6-litre Pentastar V6.







The Staff Car Concept is inspired

Sandstorm exterior satin paint finish,

by something even older, the

Second World War, It sports a

right down to the frame, axles

its inspiration, the Staff Car has

and 16in steel wheels. As befitting

no B-pillar nor doors and features

military style headlights and even a

rear mounted spare tyre and petrol

can. Like the Chief; it's powered by a

3.6-litre Pentastar V6 engine and has

Although strictly concepts, we

can't help but wonder how many

both these offerings into limited

production. There's no question if

that were to happen, they'd also

become instant collectibles. HE

a 2in lift kit and Dana 44 axles.

Jeep would sell, should it put

original MB Willys Jeep from the

#### **APOLOGY TO CLASSIFIED ADVERTISERS**

Classic American would like to extend an apology to readers who have submitted private classified ads in recent weeks, that have not appeared in this issue. We've been experiencing difficulties with the servers that hopefully have now been resolved. If your advert hasn't appeared, simply resubmit it and we'll try to ensure it appears in our next issue.



# Classic News American

When car customiser Eddie Paul got a request in 1978 to find and build 30 period cars for the musical comedy Grease he didn't expect to be given just two weeks to do it. Yet somehow he managed.

Alongside a 1947 Ford that became 'Greased Lightning', Paul sourced two Mercury coupes – a 1949 and a 1950 - cut their roofs off and painted them black with flames to create the Scorpion's 'Hell's Chariot'. The 1949 car (with '50 grille) recently went up for auction via Hollywood Legends, complete with rotating blades on the hubcaps and co-star Olivia Newton-John's signature on the dashboard. Estimate for the Merc is a healthy \$400,000-\$600,000.

Following the Merc across the auction block was a 1970 Chevrolet Monte Carlo, one of 11 '70 and '71s built for The Fast and the Furious: Tokyo Drift where central

# Star cars don't shine

Famous film cars from Grease, Knight Rider and The Fast and the Furious fail to sell.

character Sean Boswell uses it to race a Dodge Viper. It's unclear if this is one of the stunt Monte Carlos builder Dennis McCarthy fitted with NASCAR spec suspension and 632cu in, 700bhp Chevrolet V8s, but if so then the \$50,000-\$70,000 estimate seemed reasonable.

Two of the most famous TV cars of the Eighties were also up for grabs. First was a 1969 Dodge Charger built into a General Lee replica by Dukes of Hazzard star John Schneider (who of course played Bo Duke.) The Charger is one of four built by Schneider and comes with a letter of authenticity. Although the car doesn't appear to have been used for the television series it has appeared in an advert and magazine feature with Schneider and it was hoped it would achieve \$200,000-\$300,000.

A car that was used on screen is a black Pontiac Trans Am,

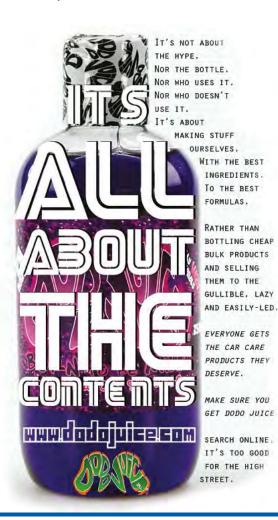


believed to be a 1984, from the television show Knight Rider. Proof comes from paperwork showing it was registered to Universal City Studios and a number of call sheets showing the filming locations and actors present.

The Pontiac has the famous KITT dashboard including monitors, aircraft style steering wheel and of course the red flashing scanner in the nose. The Trans Am was expected to sell for \$200,000-\$300,000. The auction was held by Julien's Auctions in

Beverly Hills on June 26 and 27, for more information see www. iuliensauctions.com.

Unfortunately, just as we were going to press we heard that not only was the KITT Trans Am withdrawn from sale, but the other three cars all failed to reach their reserve and currently remain unsold. Perhaps the right people just weren't in the room, the American auction scene has become wildly unpredictable, or just maybe, those prices were a little too optimistic? MR











#### Vintage performance

Though modern engines surpass its performance, the legendary flathead Ford continues to be a go-to mill for vintage hot rodders. And what better way to finish a Flatty build than with an Edelbrock intake manifold topped with a trio of Edelbrock 94 carburettors? Edelbrock makes the upgrade easy with its Vintage Manifold and Carburettor Kits.

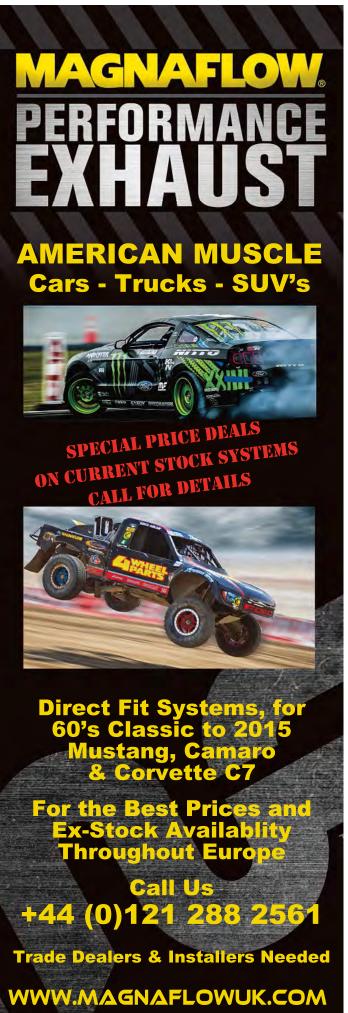
To eliminate a lot of the installation and tuning hassle associated with a multicarburettor setup, the kits include the correct throttle linkage, plus high-quality Edelbrock gaskets, carburettor studs, and all required hardware. Triple-deuce kits also benefit from Edelbrock's exclusive progressive throttle linkage, which is based on the original design from Vic Edelbrock Sr., the father of flathead Ford tuning.

Edelbrock makes Vintage Intake Manifold and Carburettor Kits for flathead Ford, small Ford, and small Chevy applications, in 2- and 3-carburettor configurations. There's also a six-carburettor intake manifold kit available for the small Chevy. Edelbrock makes fuel distribution blocks and fuel log kits that work perfectly with these manifolds, available separately. PowerNation TV's Engine Power built up a Flathead using one of these kits. On the dyno, the engine made 159 horsepower and 253lb-ft. of torque—remarkable for an engine made before Hawaii and Alaska were states. The engine's output impressed the Detroit Muscle guys, too. They wasted no time in snatching up the motor to put it in their 1949 Ford project dubbed 'Banana Split'. Watch the full episode at www.SummitRacing.com or call 001-800-230-3030.



Comin' thru! Check out these 3DLightFX wall deco lights below. They are perfect for a man cave or kids' bedrooms. They use LED lights and batteries and are hung on the wall, with an adhesive crack sticker behind to look like they are bursting through the wall! Priced at £29.95, order online at: www.3dlightfx.co.uk





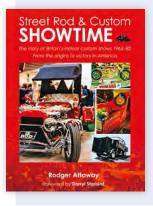


# News

#### New Street Rod & Custom Book

If you were around in the Seventies and/or Eighties and you went to some of the rod and custom shows, then you'll love this trip down memory lane. Rodger Attaway has put together a fantastic 300-page plus hardback tome covering the shows and scene from back then, with amazing colour pictures and in-depth, informed and entertaining text.

Back then indoor shows were the big thing and the rod and custom scene exploded, from the early days of drag racing at the 'pod to a whole new genre of enthusiasts' car magazines like Street Machine and Custom Car. We'll be featuring a full review in the next issue of this title, but if you can't wait to get your hands on a copy until then, ordering is simple from www. streetrodandcustom showtime.net or from American Auto Mags at www.americanauto mags.com



# CLASSIC OIL FOR YOUR AMERICAN CLASSIC

The latest addition to the Classic Oils range of own brand products is Muscle Car 10W-30, suitable for many American V8s of the Sixties and Seventies. Muscle Car 10W-30 is the correct viscosity grade for many classic American V8s and offers higher flow rates than a 20W-50 oil to promote cooling.

As well as boasting a high zinc content to protect cam shafts, Muscle Car 10W-30 has good low and high temperature stability and stay-in-grade performance to perform well even in very hot engine bays. Classic Oils' engine oils are blended in the UK to their own exacting formulas for discerning classic car owners. Alongside Muscle Car 10W-30, the company has launched Beetlejuice HD30 and Heritage 20W-50, with further new products planned.

For more details call 01296 488927 or visit www.classic-oils.net



#### Race safe with Fuel Safe

Fuel containment in race cars has always proven to be a compromise of necessity over safety. Fuel Safe Racing Cells from Classic World Racing (CWR) provide a safe solution for every application, from custom designed flexible fuel cells (bladders) that will fit any space that has to contain fuel, through to tough rota-moulded box cells that can be strapped in place.





Fuel Safe Dry Break refuelling equipment also provides safe, fast transfer of fuel from portable 20-litre bottles.

FIA certification is available on all cells where required, although there are cost effective options for club level (MSA) motorsport. Internal fuel pumps and collectors make for an uncluttered installation and enable constant delivery of fuel down to the last litre. The flexible bladders are available in a variety of



fabric/polymer constructions and can be made to fit inside original alloy or fibreglass tanks therefore retaining the period look while providing ultimate safety.

CWR offers stock cells for Mustang, Corvette and Camaro. For more information, contact: Classic World Racing, Unit 66 Arthur Street, Lakeside, Redditch, Worcs B98 8JY. Tel. 01527 521050, email: mike@ classicworldracing.co.uk or see: www.classicworldracing.co.uk

#### **KEEP 'EM PEELED**

If you like the idea of customising your car, but you're worried about the thought of permanent go-faster stripes, then help is at hand with the exclusive launch of Rust-Oleum Peel Coat spray paint at Halfords. From temporary racing stripes to short-term coloured alloys and customised bonnets, modifying your motor is a cinch with Peel Coat. It's perfect for paintjobs which look incredible and can be easily peeled off in moments without damaging the paintwork underneath.

The innovative aerosol coating allows motorists to customise their cars with their own personal touch. The temporary, peelable coating can be applied to metal, most plastics and glass. This washable finish dries quickly, is extremely easy to remove and does not leave a residue on the surface. After a layered application, Peel Coat forms a rubberised coating. Then when you're ready for



a new look it can be peeled off. Rust-Oleum Peel Coat is available exclusively from Halfords at RRP £9.99 and is available in matt orange, lime green, red, silver, white and black.

#### **HOT ROD AND CUSTOM SHOW TICKET WINNERS**

Congratulations to the winners of our ticket competition run in conjunction with the organisers of the Hot Rod and Custom Show. The winners were as follows:

#### PAIR OF WEEKEND PASSES

> Vickie Jackson, Bracknell, Berks.

#### **10 DAY TICKETS**

> Josh Hurford, Addlestone, Surrey

- Jacqueline Jackson,Stechford, W. MidlandsDonna Jarge, Luton
- **>** Donna Large, Luton, Beds.
- > Sue Lemmon, Gt Yarmouth, Norfolk
- Neil Crawley, KentK Johns, Manchester
- **>** Paul Bennett, Burton-on-Trent, Staffs.
- Julian Wood, Oakham,
  Rutland
- Rutland

  Isabel Ravey, Corby,
  Northants.
- ) Janette Roden, Wigan, Lancs.

# EXCLUSIVE AMERICAN CARS

#### New Cadillac Escalade ESV Platinum



8 Speed Auto 4 Screen Rear Entertainment Power Fold Seats Electric Side Deployable Steps Head Up Display \*Cordless Charging

#### New Dodge Challenger Hellcat SRT



- 6.2L
- Supercharged V8 \*8 Speed Auto
- \*707 HP
- \*Metallic Black Sports Seats

#### Right Hand Drive Dodge Ram 1500 Demo



01.July.2015 demonstration available.

To make a booking call 020 7483 6500

#### Selected American Models In RIGHT HAND DRIVE

Register your interest in our Right Hand Drive American Cars.

Currently we can offer RHD for Dodge RAM, GMC Sierra Denali, Cadillac Escalade, GMC Yukon, Chevy Suburban, Corvette C7, Camaro, Challenger & Mustang.

Our conversion facility employs nearly 200 people. We pride ourselves on delivering a true mirror finish conversions with parts remanifactured to original finish

#### **GMC Sierra 1500 Crew**



#### **Shelby GT500 Eleanor**



#### Chevrolet Corvette Stingray



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### Classic American Mail

# CORNISH CAMARO?

Dear Classic American,

I saw in your most recent issue a letter from someone with a Mustang that they sold years ago and who is trying to find it in order to buy it back. I have a similar situation that I hope Classic American magazine can help with. My father bought a mid-Seventies Camaro in 1980 and absolutely adored the car. Sadly he passed away in 2002 when I was just eight. With me being so young, the Camaro was sold on in about 2003.

Ever since the Camaro was sold I have been thinking about it and now I feel it's time to make the best effort I can to find it. The Camaro means everything to me as it did for my dad.

With me following in his passion for American cars, I bought a 1971 corvette last year as I thought there would be no hope finding the Camaro, but now I'm thinking that with looking in the right places it could be possible to find it if it's still around.

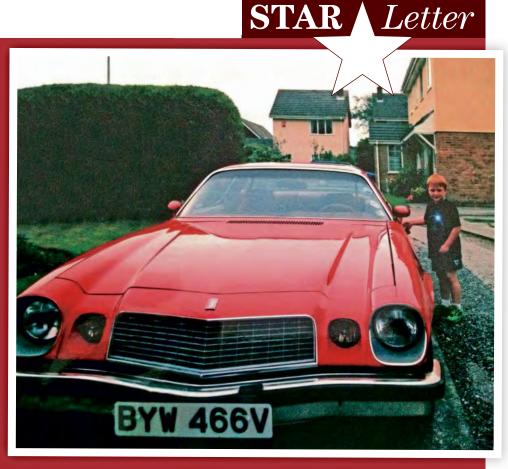
The details are as follows: Reg no - BYW 466V

Colour - red

**Model - Chevrolet Camaro** 

Year - not 100% sure but believe it is either

1976 or 1977.



My dad bought it in 1980 and owned it right up until he passed away in 2002. It sat on the driveway for about a year until it was sold on in about 2003. I live in London, but my father lived in Cornwall (Probus) and that's where it was sold. I was told the guy who bought it was planning on restoring it. I have looked online and seen it was last taxed in 2004 so he may have driven it for a year and hopefully tucked it away awaiting a yet, as incomplete restoration. The guy lived not too far away in Truro.

I thought it may have been scrapped but from what I remember the Camaro was not in too bad condition, the guy paid about £1000 for it and with Camaros being quite

rare cars here in the UK, I reckon there is a much greater chance it has been tucked away somewhere, rather than scrapped and is just waiting for me to restore it to its former glory! If there is any way Classic American could help me it would be massively appreciated.

#### **Harry Whitehouse** London

Anyone out there got any clues for Harry? It would be great if he could be reunited with his dad's old Camaro, or even just find out it's still on the road and being cherished and cared for!

#### **NO SEX** PLEASE, WE'RE **CLASS AM!**

Dear Classic American, Re issue 290/June 2015. Firstly let me say I love the mag, fantastic mix of classic American cars to drool over and dream about (just too many Mustangs!). Now the complaint. As a tattoosporting, Harley-riding, 'red blooded' heterosexual male I can appreciate the female form in most guises, but I believe it was a little misplaced In your June issue.

Don't get me wrong, I'm not a prude, but I'd prefer the cars be the thing I'm paying to look at, in fact I don't think I've seen any cars that need to have a scantily clad young lady, young enough to be my daughter (something I never thought I'd hear myself say) draped over the bodywork to make them (the cars) more attractive to your readership, I think we all like the cars enough without the need for models adorning the covers. I'm aware that I may be in the minority here, (each to their own,) and it's not often I feel the need to put 'finger

to screen' as it were, but I felt I needed to make the point in, what is an overtly sexualised world we live in these days, I'd like for just one thing I enjoy not to follow the 'trend' of sexualising their product.

#### A Hill West Midlands

We've taken your criticism on board and you'll be pleased to hear we have no more model and car shoots lined up for the foreseeable future! It's not something we have ever made a habit of, however, in the words of Cupid Stunt "It was all done in the best possible taste..."







#### **SEBRING WOES**

Dear Classic American,

Just a quick cautionary response from me about the Chrysler Sebring as mentioned in issue 291. I bought a '97 with the V6 motor in 1998 while I was living in Belgium (model named 'Stratos' in Belgium) and it was possibly my favourite car ever, great for family motoring, bought virtually new, minimal mileage and regularly serviced in Chrysler garages for the first couple of years. It ran beautifully until, at around 130k kilometers (80k miles) in 2007 or 2008, the engine literally croaked and died, with no warning, at a motorway service station. Big end failure or similar the suspect, but an estimate of £800 just to take the top off the engine for a look meant it had to go.

Many years later in 2014 and I came across a 2002 Sebring rag top with the V6 engine on sale here in the UK with low mileage, full service history, 40k odd miles, garaged and pampered condition, bought

new in the UK from Clive Sutton. I bought it and had it serviced locally by my Chrysler garage before a road trip and... 30 minutes outside Calais it suddenly overheated and the engine croaked. The road trip took place in a loaner (not quite what was intended) and on the final leg of the journey home I collected and nursed the car back to the UK from Lille, after a local Chrysler garage had fixed the cooling system, but advised the motor was a goner. So, I had to scrap this car as well, after all replacing the motor would be very risky, and way beyond what the car was worth. No one on the US forums advocated it either. Suspected cause was, you guessed it, big end failure.

So I looked on the internet and lo and behold it became obvious there were major issues with this version of this particular ex-Mitsubishi V6 powerplant as used by Mother Mopar, but in the US the issue was kept out of the



news and to be fair not everyone on the forums had experienced such terminal issues, although it seemed plenty had. Chrysler blamed 'bad user maintenance'. So my advice in summary: I loved the car, especially the body shape of the '97 year, but in that vintage avoid the V6 option at all costs. On a happier note we also ran a P/T Cruiser from new for 10 years, until it became a bit of a money pit... but I now run a European modern day folding hard-top car.

#### Martin Rickenback Norwich Norfolk

Has anyone else had similar experiences to Martin? Certainly we felt these cars represented a great inexpensive entry to drop top American motoring, but we'd always been under the impression that it was the turbocharged four pots that you had to be careful of...





#### WHAT IS IT?!

Dear Classic American, Here's an American Classic that looks pretty rare. Can you tell me what it is?

**David Funnell** Via email

Hmmmm, we reckon a Dodge coupe of some description...

#### **Facebook Feedback**

We showed you a picture of a Cadillac station wagon. Here's what you said...

Mike Renaut Here's the brochure they sent out to every Cadillac dealership to get orders in. Evelyn Knievel bought the first pick-up they built. Although they were officially referred to as a 'Mirage' Sports Wagon. First prototype was built using '72 El Camino parts.

Gavin Halshaw This is a dreadful idea. Whoever came up with this should be shot. A Cadillac station wagon, whatever next?

Dale Waggers Y'all should know they're building Cadillac station wagons right now; check out the CTS-V Sport wagon.

Matthew Smith Certainly give an Audi A6 a run for its money... when are they coming here?

Clive Woodward Never! We get the rebadged Saabs!





Want to join the fun? There's always lots going on the Classic American Facebook page, from news, funnies, polls, to useful tips and all the extra show coverage we can't fit in the magazine. To make sure you get your daily dose of Classic American fun and trivia, search for Classic American magazine on Facebook and click 'like'







#### CONTINENTAL

CONCEPT



# Lincoln Revival?

Is Ford's luxury brand finally back on track? Evans thinks that might just be the case.

here's no question that over the last two decades, Lincoln has fallen on hard times. From being America's top-selling luxury vehicle brand in 1990, Lincoln today sees annual sales volumes of around 13,000 units, making it barely a blip on the radar in today's luxury car marketplace stateside.

So what happened and more importantly, what can be done to revitalise this iconic American nameplate? Where the former is concerned, it arguably started with the introduction of the 1988 Continental, a V6 powered, Taurus-derived, front-wheel drive sedan that marked a shift from traditional American luxury to the automotive equivalent of Häagen-Dazs vanilla ice cream.

The idea was to broaden Lincoln's appeal, but by doing so it diluted the very essence of what the brand represented. Ford tried to make things better by redesigning and lengthening the Continental for 1995, adding a V8 and an arm's length list of standard features, but to little avail. The Continental quietly withered away, replaced by the competent, but hardly memorable, LS from 2002 to 2006, itself followed by the Fusion-based Zephyr/MKZ.

In recent times, save for the Town Car (which became essentially a fleet vehicle) and the increasingly niche Navigator SUV, Lincoln's product offerings have tended to be little more than gussied up mainstream Fords and a succession of nameplate changes have only served to confuse things (can anybody visualize a MKS or MKT?). When Detroit's automakers went through the ringer in 2008-09, Ford Motor Company's survival partly hinged on

jettisoning the controversial Premier Automotive Group, but while the likes of Aston Martin, Jaguar Land Rover and Volvo found new suitors, it was decided to keep Lincoln in the fold.

Granted, with the phasing out of Mercury, it would appear the Blue Oval had a more solid strategy with its brands moving forward: Ford would be the volume make and Lincoln the luxury one. Yet as many automakers have repeatedly found out, it takes more than marketing or branding strategy to be relevant you have to have the right product as well.

And it could be argued that even with the name change to Lincoln Motor Company, creating separate design and engineering teams and an emphasis on what Ford marketing chief Jim Farley called a 'boutique' ownership experience, Lincoln has essentially been starved of both good, unmistakable products and a solid brand identity.

Things might be finally changing however and a good indicator is the 2017 Lincoln Continental. Revealed as a concept during the 2015 New York International Auto Show back in March, the Continental might still feature front-drive based architecture (unlike GM, Ford doesn't currently have any large, rear drive passenger car platforms it can utilize) and styling that's perhaps a little on the conservative side (squint and it could be a number of German or Japanese offerings), but the fact that it is called Continental and that it has an interior that would not look out of place in a Bentley or Maybach, would suggest that Lincoln is getting serious about re-establishing itself as a luxury player.

Ford's CEO Mark Fields has repeatedly stated that the automaker remains committed to the Lincoln brand and initiatives such as the Black Label ownership programme which offers personalized service (including an annual vehicle valeting) and the ability for Lincoln clientele to customize their vehicles have been welcomed by Lincoln's dealer network.

Sales are slowly edging upward too, helped by the MKC Crossover, which during its first eight months in the marketplace helped boost overall Lincoln volume by 16%. The quirky adverts featuring actor Matthew McConaughey have no doubt also helped put the Lincoln brand on a few more radars as well.

But there's still plenty of work to be done. There's an old saying that standing apart from the herd often puts you in front of it. And when it comes to luxury vehicle brands, even in today's crowded marketplace such a strategy can really pay off. Just take a look at Lincoln's traditional cross-town rival Cadillac.

For years, Cadillac suffered from trying to imitate what the Germans and Japanese were doing. The result was a disaster, leaving in a range of generic, me-too cars that buyers just didn't take seriously. Today, with its own distinctive design language and capitalizing on GM's engineering expertise, Cadillac is standing proud once again, able to take on all-comers and appeal to both a wider and younger demographic. It would therefore seem logical that if Cadillac can turn itself around, there's no reason why Lincoln can't either. Let's see what happens in the next few years.

Huw Evans – news & views from North America

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# Ford Indigo

We might think of manufacturers' concepts being something relegated to the Fifties and Sixties, but Ford was still knocking them out in the Nineties; meet Ford's Indigo...

ompetition improves the breed. It's a tired old maxim, and a clichéd one at that, but few other marques have ever embraced the concept quite so completely as Ford. The Blue Oval became involved in motor sport on a grand scale in the Sixties with its Total Performance programme which set the scene for its participation over ensuing decades.

Scroll-forward to the mid-Nineties and it was one of the major supporters of IndyCar racing, not least as an engine supplier, and it chose to celebrate this association with a concept car; a road-going manifestation of an Indy 500 racer if you will. The end product prompted jaws to slacken in unison when unveiled at the 1996 Detroit Auto Show, and with good reason.

Appropriately, the Indigo was styled by a man with motor racing coursing through his veins. Claude Lobo, who shaped the Mercury Cougar Mk VII among others, was also a veteran of

the Le Mans 24 Hours. Basis for the car was a specially designed central monocoque formed of lightweight carbon-fibre and aluminium honeycomb composites. It was a hugely labourintensive, one-piece structure manufactured by racing car constructor Reynard Motorsport, the brochure stating: "The rigid construction of the chassis cocoons the driver and passenger in a cell-like structure, with the wide air intake ducts located in the deep rocker panels providing an exceptional level of side-impact protection...

"Many of the composite components are also being studied to examine their structural properties under stress. The front suspension -IndyCar-type double wishbones with pushrods operating inboard coil-over shock absorbers - is fitted directly to the chassis tub. The rear suspension also features double wishbones with pushrods and inboard coil-over shock absorbers and locates directly to the transaxle."

It went on to add: "Both front and rear suspensions are formed from the same high strength, aero-section chrome-moly steel tubing that Reynard uses on its Indy cars. The rear suspension arms and geometry are virtually identical to those of an IndyCar, while the Indigo's two-passenger tub required the front suspension arms be shorter and have a slightly different geometry than that found on the racing cars."

Powering this scissor-doored flight of fantasy was a quad-cam, 6.0-litre V12 mounted amidships. This unit was essentially two Duratec V6s (as used in the Ford Taurus and Mercury Sable) mated together. It reputedly produced 435bbp at 6100rpm, plus an elephantine 405lb-ft of torque at 5250rpm. However, as is the nature of concept cars, these numbers were never independently verified.

The same was true of the factory's performance figures: a top speed of an aerodynamically-blunted 170mph and 0-60mph time of 3.9sec. Oh, and not forgetting the small matter of it returning up to 34mpg! Two prototypes were completed, but only one was drivable (hence its nickname 'IndiGo'). Talk of a production run of up to 300 replicas was pure PR nonsense, though. However the project did get to live on in the virtual world, the Indigo subsequently appearing in assorted PlayStation and Xbox 360 games.



Richard Heseltine – weird and wonderful American cars from the past

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# RIGHT-HOOKIN'

Right-hand drive AMC Javelins and AMXs assembled in Australia from complete knock down kits – yes, really! Tony Oksien reveals all....

have always had a soft spot for the cars that American Motors produced in the late Sixties and early Seventies; these great looking and performing models were all too easily dismissed back in the day and really should get more of a look in these days. The Javelins and two-seater short wheelbase AMX models designed by Richard Teague in 1968 took AMC to a new level; at long last they had suitable models to rub shoulders with the Camaro, Mustang and the Mopar A-bodies, as these were AMC's very own pony car offering.

Javelins were sold all around the world, assembled under licence in Germany, Mexico, Venezuela and down-under in Australia – It's these right-hand drive models that are really fascinating, as they were one of the few American muscle cars available down-under.

These cars were manufactured in the USA by AMC and shipped to Australia in CKD (Completely Knocked Down) kit form and assembled locally by Australian Motor industries in right-hand drive configuration. They were imported in very

limited numbers and are one of Australia's rarest muscle cars. They were sold in Australia under the Rambler brand name and were the only American muscle cars sold new in Australia.

Way back in 1968 a new Javelin would set you back \$7495, almost twice the price of a 327 GTS Monaro coupe and way more than the Ford XT Falcon GT. The options list for the Javelins was pretty sparse as the cars came fully loaded and with plenty of Heavy Duty parts included. The AMC 343cu in V8 came with a 280bhp rated engine and the three-speed 'Shift Command' automatic transmission, with a 'Twin Grip' limited slip differential standard equipment and an upgraded handling package.

The VINS are also exclusive; they started thus: J, then 8 for the year (1968) and the production number, such as 10 for example, J8-010. The AMX was simply AMX-01 etc.

As mentioned previously these cars were marketed through the AMC Rambler label and an aggressive set of adverts described the Javelins,

with slogans such as: "The Sensational Javelin, for the man who has (almost) everything" and "The most exciting car in Australia". The Rambler Javelins were serviced through the Australia-wide AMC dealer network.

The production numbers are very low for these RHD versions, making them extremely rare today. There were no AMX models produced for 1969 and no 1971 Javelins.

As you can see these cars are highly collectable and unique as RHD models.

I have seen at least two of these RHD versions in the UK and I remember someone telling me that an American car dealer in London during the Sixties & Seventies sold a couple of these Javelins almost brand-new. Any information would be gratefully received please (get in touch via the magazine). Very much like the Chrysler Plymouth 1967-69 RHD Barracudas these cars are very much misunderstood. Chrysler also exported many Mopar versions into Europe as CKD units such as the 1970-74 Challenger and Barracuda two door fastbacks and ragtops.

Lastly thanks to everyone who touched base regarding the Mecum Auction column last month. The long and short of it is there are a very small number of collectors who are prepared to pay big money for certain cars.

These folks will only pay top money for the best of the best and Plain Jane low optioned models will only make large amounts of money if they are in pristine condition. The cars that sold, apart from the Daytona and 1971 Challenger, were for about the right price, let's face it too, out of 22 cars offered only 20 sold and they came from the best museum collection of muscle cars on the planet. Happy trails, till next time!



**Aussie Javelin & AMX Production** 1968 Javelin 90 1972 Javelin 48 1969 Javelin 50 1969 AMX 24 1970 Javelin 70

Tony Oksien – CA's resident muscle car guru







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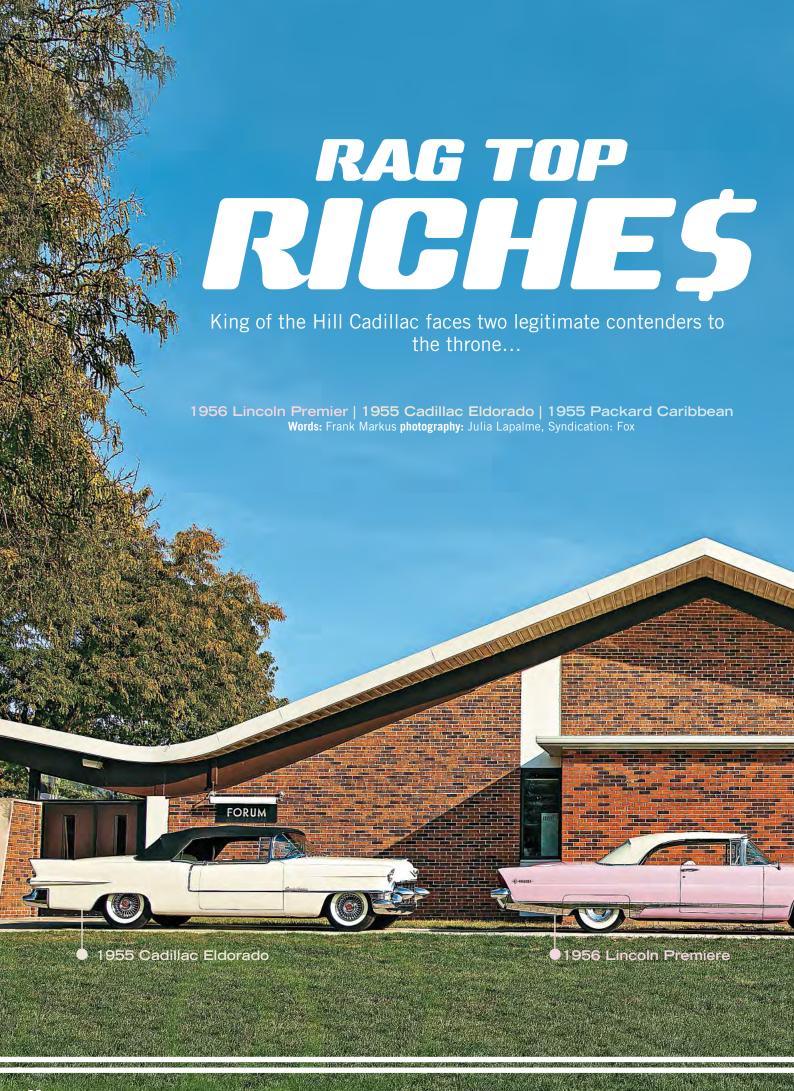


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n 1955 Cadillac sat way at the top of the luxury car heap, racking up annual sales of 140,777—that's half again as many cars as Imperial, Lincoln, and Packard sold combined. Not only that, its cars enjoyed the lowest depreciation rate of any American make. The division was so far ahead of its peers, it was beginning to expand further upmarket, inching back toward the lofty pricing perch its V12 and V16 offerings occupied around the time of the Great Depression, which caused GM to consider killing Cadillac in 1933. But its competitors were beginning to catch on.

Cadillac made a large pricing stride for 1953 with the introduction of the Series 62 Eldorado. Born of the glitzy Motorama show cars of the early Fifties, the Eldo' and its Oldsmobile Fiesta and Buick Skylark siblings brought sporty show-

car styling cues to life, previewing features and flourishes that would soon come to mainstream models, including lowered one-piece, wraparound windshields; flashy two-tone paint schemes; Kelsey-Hayes wire wheels (Buick and Cadillac); and, in the Eldorado's case, a lower 'channelled' body and rigid parade boot.

Each came loaded with the zestiest powertrains and the most sybaritic creature comforts their divisions could muster. The extensive use of hand fabrication drove the Cadillac's price to an eye-watering \$7750, nearly twice the Series 62 convertible's sticker.

That's £42,000 in today's money, or 11% pricier than Cadillac's entry V12 model of 1933, similarly adjusted for inflation. It found only 532 takers. >>

"EACH CAME LOADED WITH THE ZESTIEST POWERTRAINS AND THE MOST SYBARITIC CREATURE COMFORTS THEIR DIVISIONS COULD MUSTER..."



#### WHY NO IMPERIAL?

**Chrysler Corp's** Cadillac-fighting Imperial ceded the ragtop business after 1938, resuming for one year only (650 cars) in 1951, to celebrate the introduction of the Hemi. Boss-man K T Keller had his troops convert a '55 New Yorker into an experimental Imperial ragtop. Like Harley Earl, Keller used his special to test out some future styling ideas, including a 2in lower wraparound windshield, bolt-on tailfins with gun-sight taillamps like the '56 Limos used, rectangular wheel openings instead of round, an integrated continental spare kit made entirely of bumper-gauge metal, and a rigid three-piece tonneau like GM's topend ragtops used, except covered in leather. The interior boasts four custom bucket seats and Ghia-inspired touches such as roll-top consoles and stowage for Keller's Thermos. Two **New Yorker convertibles** were 'Imperialised' in 1956 featuring standard Imperial Newport interiors - one for Imperial division president E C Quinn and the other for Collier's Magazine editor Paul Smith. The Imperial division resumed convertible production in 1957, producing 1157.

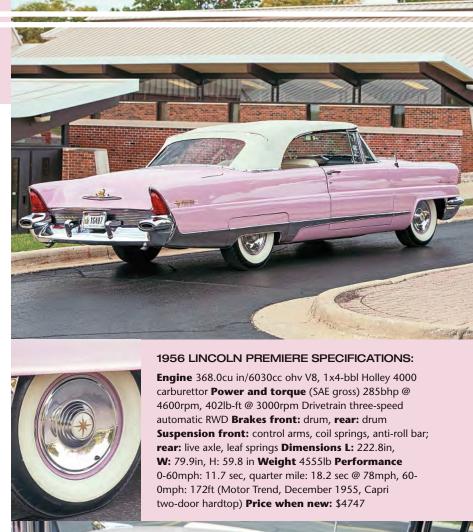
As the dramas above were playing out through the early Fifties, a revolution was also brewing at Lincoln – a brand that, like Packard, had also built high-end cars to rival Cadillac in its early years, only to water down its image by selling too many mid-priced variants. Still trying to find itself, the brand launched a downsized 1952 Lincoln aimed not at Cadillac, but at Oldsmobile. Hence, the company sent it off to race in the famous Carrera Panamericana, the inaugural running of which Olds had won in 1950. But despite winning its class in the '52, '53, and '54 events, Lincoln failed to dent Olds' macho image. Glamour was selling in those days, so Lincoln tried fancy interiors, but the stubbier bodywork to which Lincoln was committed through 1955 just couldn't sell the image, and sales shrunk to a pitiful 27,222 that year.

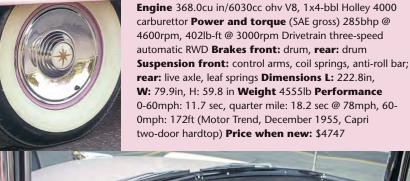
Work was progressing on a similar-sized replacement for 1956 under the direction of Earl S MacPherson, a formidable chief engineer immortalised for his strut suspension design. Lead stylist William M Schmidt had penned the futuristic Lincoln XL-500 and Futura dream cars, but he reported to MacPherson, who was unimpressed with the engineering challenges such radical designs presented. Schmidt's team was proceeding with a conservative, compact redo, but he so fervently believed this was the wrong direction that he secretly worked up a longer, lower, wider design, incorporating themes from the Futura – such as the hooded headlamps and the 'waterfall' break line low on the body side. Henry Ford II's right-hand man discovered it, loved it, and helped sell it to management against MacPherson's vociferous arguments regarding the cost and complexity of designing a whole new chassis and engine for this bigger, heavier Cadillac fighter.

The new car measured 7.2in longer, 2.3in wider, and 1.5in lower than the outgoing model, and showed remarkable restraint in the use of chrome. Motor Trend proclaimed it one of the most beautiful cars of the year. More impressive, it was the first car to receive a Medallion Award from the Industrial Designers Institute (IDI - now the Industrial Designers Society of America).

This new Cad-competitive Lincoln, available in Capri or range-topping Premiere series, weighed at least 200lbs more than the outgoing car, so it got a new highercompression 368cu in V8 with a single four-barrel that cranked out 285bhp - just shy of the 305 and 310 the Eldo' and Caribbean dual-quads were producing for 1956. It was also sprung a bit more softly and swaddled in loads more sound deadener. MT's Walt Woron seemed to think Lincoln was on the right track, noting: "It feels entirely unlike any of the postwar Lincolns. Where the intervening models had an infectious informality, this car substitutes an aloof dignity that reminded me of my '48 Continental."

From out here in the 21st century, we can see that Packard and Lincoln both failed to dislodge Cadillac from its perch atop the sales and prestige ladders. Despite adding a Caribbean hardtop coupe for 1956 (as Cadillac did with the tin-top Eldorado Seville) and introducing reversible seat cushions and a push-button transmission shifter, Packard succumbed to market forces and its cars became tinseled Studebakers for two more years before fading away completely. Lincoln's prestige has waxed and waned throughout the intervening decades in a seemingly eternal struggle to find itself. But were the products strong enough on their own merits to have done the job in 1956? To find out, we borrowed pristine examples of each brand's ne plus ultra, range-topping convertibles from the collections of







### Lincoln's lovelies



"THE NEW
CAR SHOWED
REMARKABLE
RESTRAINT
IN THE USE
OF CHROME.
MOTOR TREND
PROCLAIMED
IT ONE OF
THE MOST
BEAUTIFUL
CARS OF THE
YEAR..."

#### Ask the man who owns one

PHIL SCHAEFER's career has spanned architecture, historical preservation, and now environmentalism, but he inherited the car-collecting gene from his father. So far, he's owned 27 Lincolns spanning from a 1921 (pre-Ford, the second oldest example known to exist) to a 1984 Mk VII diesel.

WHY I LIKE IT: "My grandmother bought this car new, and I always begged her never to sell it. When I finished high school, it was 20 years old, and she gave it to me as a graduation present."

WHY IT'S COLLECTIBLE: The 1956 models marked an important turning point where Lincoln once again set Cadillac in its sights (as the brand is attempting now), and its comparatively restrained "long, low, lovely" lines still look beautiful. RESTORING/MAINTAINING: The fully automatic electric and hydraulic top mechanism can be troublesome, but overall this is one of the less difficult cars in Phil's fleet to maintain.

**BEWARE:** These Holley four-barrels all seem to share an endemic propensity to hesitate when accelerating. **EXPECT TO PAY:** (coupe/conv) Concours ready, \$42,200/\$101,000; solid driver, \$30,000/\$72,900; tired runner, \$12,000/\$29,700 (Source: Hagerty Price Guide) **JOIN THE CLUB:** Lincoln & Continental Owners Club (lcoc.org)

#### What the press said:

**THEN:** "Its bulk discourages the pleasure of literally 'throwing it around' as with the smaller car of last year, [but] the big, quiet package offered is attractive in many different ways." Jim Lodge, Motor Trend, December 1955.

**NOW:** The hands-down prettiest American flagship convertible of 1956 can perhaps be forgiven a stumble off idle, and somewhat wallowy handling – truly a long Lincoln to long for. Safe 'n' sound Lincoln touted deep-dish wheel, optional padded dash, and seatbelts as safety features, but folks were more impressed by four-way power seats, TravelTuner radios, and the choice of 17 solid and 35 two-tone paint combos.

**Did you know?** Linkard or Packardbaker? Designer Schmidt left Ford for Studebaker-Packard in 1955. When the company failed to fund tooling for a new 1957 line-up based on the Predictor concept, Packard briefly considered buying and modifying '56 Lincoln dies. >>



Richard Kughn (Eldorado and Caribbean) and Phil Schaefer (Premiere), and sampled them on the mid-century modern campus of Schoolcraft College in Livonia, Michigan. Our evaluation starts by lowering the power tops. Lincoln's one-touch system trumps them all with electric screw jacks to secure the header. Cadillac's is next simplest with a single central latch, though securing its three-piece parade boot is fiddly. (Lincoln and Packard use snap-on vinyl boots.) The Packard employs two header latches and requires a couple of snaps be undone at each sail panel before the top can go down, but it provides a dome lamp in back and boasts a coordinating aqua headlining.

We start out in the long, low, lovely Lincoln and we're struck by the expansive view afforded by the low bodywork and down the long hood past the golden knight hood ornament. Curiously, one must shift to neutral to start the car. The steering effort is laughably light, but the firm brake inspires some confidence. Aside from a brief hesitation on tip-in that Schaefer says is endemic to his other '56 Lincolns, it wafts around in utter serenity. The wraparound windshield produces enough distortion to make parked cars appear to move as you pass them by, which caused Mechanix Illustrated's Tom McCahill to quip, "Before the introduction of this type of windshield it took 12 Martinis to get my eyes [this] bloodshot." I concur with my predecessors' comments that it's "a true roadhugger that's not disturbed by curves banked wrong," though its body lean surely must seem extreme on offcamber turns.

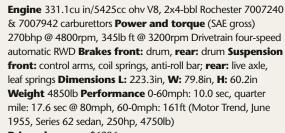
The Packard's older architecture lends a sitting-ontop-of-the-world feeling, but right from the first touch of the accelerator this novel suspension makes itself known by lifting the rear slightly under acceleration. The wider gap between the transmission's two ratios is noticeable and probably explains the Caribbean's slowest quartermile time - 18.6 secs at 76 mph, trailing the Lincoln and Caddy by 0.4 and 1.0 sec. The Easamatic power brake pedal feels mushier than the others, and I question Lodge's assessment of this steering as delivering "a creditable amount of road feel." But the biggest surprise of the day is when I cruise over a parking-lot speed bump at 10 mph and feel that hanging, floating sensation Jim Lodge described. Incredible.

As I slip into the Eldorado's seat behind an intimidatingly spear-like steering wheel hub, the door pulls shut with the heft and click of a commercial walk-in freezer door. The engine seems to fire with less than one revolution, and teamed with the four-speed automatic, the instantaneous throttle response makes this, the heaviest of the three cars, feel lightest on its feet. (It's certainly quickest, logging a 17.6-sec, 80-mph quarter back in the day.) The narrow brake pedal resides to the right of a steering column positioned to prevent left-foot braking, but it feels reassuringly firm.

Cornering seems tightest and quickest in this car, despite the steering ratio being marginally 'slower' than the others - perhaps there's just less slop in the system? Motor Trend road tester Jim Potter noted: "Steering correction is practically nil, due to more positive power steering set-up." Judging from these fine examples, we must conclude that indeed the Cadillac earned its coveted king-of-the-hill on objective merits as well as the subjective ones Mr Potter alluded to in his summary: "None of the other 'fine' cars has the prestige to match it. None has its remarkable resale value either. Cadillac can lay claim to fame as a blue-chip investment and may continue to do so for some time to come."



#### 1955 CADILLAC ELDORADO SPECIFICATIONS:





### Cadillac's contender



"WE MUST CONCLUDE THAT INDEED THE CADILLAC EARNED ITS COVETED KING-OF-THE-HILL ON OBJECTIVE MERITS AS WELL AS THE SUBJECTIVE ONES..."

#### Ask the man who owns one

RICHARD KUGHN studied engineering but earned enough in real estate to launch myriad business ventures, many of which indulge his boyhood hobbies, including the revitalisation of Lionel Trains, launching a TV/movie production company, and of course an auto restoration shop.

WHY I LIKE IT: "I'm a car collector, and I started my Cadillac collection 36 years ago with the 1941 four-door convertible sedan used by presidents Roosevelt, Truman, and Eisenhower. I've tried to obtain all the important models, including one of two '41 Cadillacs known to exist with air conditioning. It'll freeze you out!"

WHY IT'S COLLECTIBLE: The original Eldorados were dream-car models, incorporating concept car styling themes that would eventually appear on mainstream Cadillacs, and this one introduced 'rocket-ship' tailfins.

RESTORING/MAINTAINING: These cars are mechanically mundane and not particularly finicky, but of course finding trim items unique to any low-volume car can be a challenge.

BEWARE: Rechroming the Sabre- spoke wheels tends to diminish their detail definition; NOS parts such as the 'batwing' air cleaner are excruciatingly expensive.

EXPECT TO PAY: Concours ready, \$185,000; solid driver, \$121,000; tired runner, \$59,750 (Source: Hagerty Price Guide) JOIN THE CLUB: Cadillac- LaSalle Club (cadillaclasalleclub.org)

#### What the press said:

**THEN:** "It may be the added overhang, the additional weight, the lower centre of gravity, the additional horsepower, or all four. In any event, it's definitely as roadable as the best of the '55 crop of cars." Walt Woron, Motor Trend, May 1955.

**NOW:** Mass production had begun causing quality lapses at Cadillac in the mid-Fifties, but this Eldorado still rides, drives, and feels like an expensively crafted and very special car.

#### Did you know?

The Eldorado featured Autronic Eye automatic high-beams and a windshield washer coordinator that synchronized one squirt of fluid with 12 wipes before switching off Wild Wheels Kelsey Hayes aluminum spoke wheels followed the switch to tubeless tyres and were deemed revolutionary. The bat-wing air cleaner appears to be interchangeable with Packard's, only reversed. >>



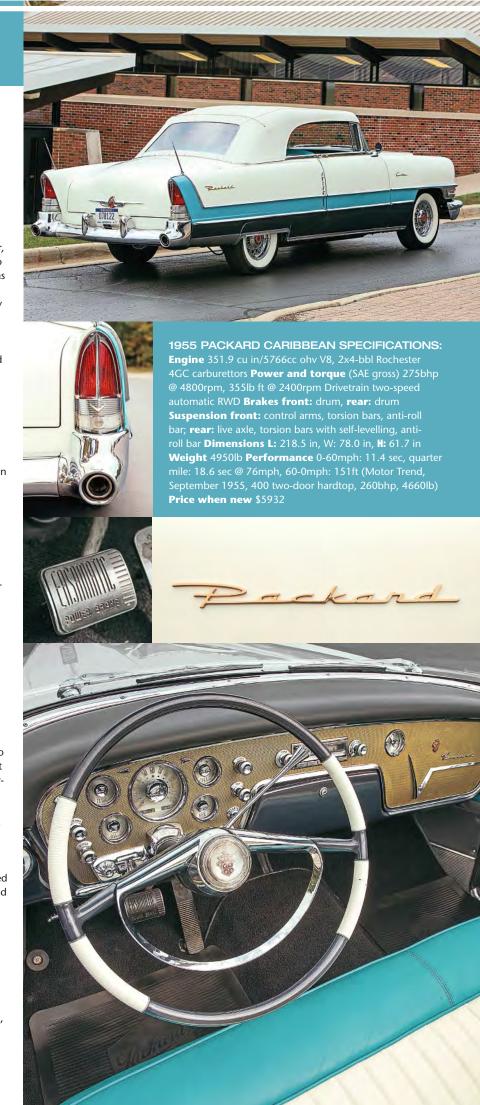
Meanwhile, over at Packard, which had legitimately contended with Cadillac for domestic luxury supremacy in the prewar years, management had missed out on the bountiful profit potential of the immediate postwar sellers market. Instead of cranking out as many high-end luxury cars as it could produce - which historians believe would have been eagerly snapped up - the company devoted 75% of its capacity to lower-series models. Worse, these cheaper cars looked too much like the senior models, discouraging prestige buyers. As the brand began to teeter, James J Nance was recruited from GE's Hotpoint division to run Packard. He immediately set about emulating what was going on over at Cadillac.

Packard's professional-car body supplier, Henney Company of, Illinois, had devised a channelled, low-slung concept car called the Pan American Freeport that made the auto show rounds in 1952. (Its name commemorated Packard's success in the 1950 running of the Mexican road race.) Based on a '51 Series 250 convertible, it featured chromed wire wheels, a continental kit, and a single bench seat with an extensive tonneau covering the rear. Only six were produced at extremely high cost, but Nance saw an opportunity to productionise a more modest version, retaining the concept's wheels, conti' kit, and hood scoop, but with the standard body section, radiused rear wheel openings, added brightwork, and a leather interior. It was named the Caribbean and priced at \$5210—\$1000 more than a Cadillac Series 62 convertible. Packard sold 750 in 1953, 218 more than Cadillac. This strengthened the company's resolve to do a proper, longer wheelbased, more powerful car to squarely counter the Eldorado.

Cash-strapped Packard missed its '54-model-year target for introducing a new V8 with a major redesign, so the Caribbean carried over with new two-tone paint, a warmedup straight-eight, squared-off rear-wheel openings, and added standard features. Sales plunged to 400. Meanwhile, Cadillac took Packard's approach and eliminated the Eldo's costly body channelling and custom windshield, which dropped the price to just \$5738. Sales soared to 2150 as Cadillac's Motorama stars – the El Camino coupe and La Espada convertible concepts - spent 1954 touring the country and wowing audiences with their outrageous new jet-fighter rocket fins. Naturally, Harley Earl was only too eager to offer these fantasy appendages to the select few willing to spring for a '55 Eldorado. At \$6286 to start, it included the power to back up the rocket imagery, thanks to a new 270bhp, dual-quad version of the 331 V8 engine that made its debut in the '53 Le Mans concept, mated to a fourspeed Hydra-Matic transmission.

Nance launched Packard's last stand with the '55 models. Though the basic architecture dated to '48-'49, it was longer, looked lower and wider, and boasted kitsch features such as twin antennas, 'cathedral' lamps, optional tri-tone paint, a potent new 352cu-in V8 good for 275hp in top trim, and a truly novel Torsion-Level suspension system. The last employed a single long torsion bar on each side to suspend the front and rear, with a second pair of torsion bars at the rear connected to a motor to provide self-levelling.

Packard finally had a trump card to sell, and did so with films of Packards wafting over treacherous railroad crossings as Cadillacs wallowed and crashed behind them. Motor Trend road tester, Jim Lodge, said: "Initial lunge coming out of a dip or over a bump is followed by an eerie sensation of not coming back to earth with jarring rebound. Packard 'hangs up,' comes down softly with no oscillation - a smooth, strange, refreshing reaction unique with Packard T-bars." Packard's full-line sales doubled its 1954 pace.



## Packard pulls out the stops



"PACKARD
FINALLY HAD A
TRUMP CARD
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DID SO WITH
FILMS OF
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WAFTING OVER
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WALLOWED
AND CRASHED
BEHIND
THEM..."

#### Ask the man who owns one

RICHARD KUGHN started playing with cars at age two. He and his junior-high pals rebuilt a 1923 Model T Touring from junkyard parts, and he's been playing with cars (and model trains) ever since, with Packards featuring prominently among the 250-plus cars he's owned.

WHY I LIKE IT: "At one time I had one of each of the five Caribbean year models produced, but the collection just got too top-heavy, so we only kept the '55."

WHY IT'S COLLECTIBLE: The 1955-'56 Packards were a last, best attempt at righting a ship that ended up sinking anyway, but the flagship Caribbean's cutting-edge tech and mid-century style exuded corporate confidence.

RESTORING/MAINTAINING: The Torsion-Level suspension was technically advanced, and sorting out its many electrical sensors and circuits can cause headaches.

BEWARE: Electric shift mechanisms ('56) are prone to shorting out. Valve lifters in early V8s were a weak point, and Twin-Ultramatic transmissions tend to slip and wear, unless meticulously maintained and adjusted.

EXPECT TO PAY: Concours ready, \$135,000; solid driver, \$119,000; tired runner, \$53,600 (Source: Hagerty Price Guide)

JOIN THE CLUB: The Packard Club (packardclub.org)

#### What the Press said:

THEN: "Those 'trapeze bars' can

float you thru the severest of bumps with greatest of ease. Initial lunge coming out of a dip or bump is followed by eerie sensation of not coming back to earth with jarring rebound." Jim Lodge, Motor Trend, September 1955

**NOW:** Sit down on the rear bumper and 'ride' the load leveller up, or float these torsion bars over a speed bump, and you'll have to remind yourself that this advanced car was just a few years away from oblivion. Innovative Ergonomics Pull top switch to lower, push to raise; central glovebox handy for driver, but outboard ashtrays stymie centre-seat smoker. Note handy puddle lamp behind door opening.

**Did you know?** Power Possibilities; Packard's first V8 engine was the industry's most powerful. Though 7cu in smaller than the straight-eight, it was 54lb lighter, had 22% more power, and the potential to be enlarged more than any other 1955 engine. ★



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£32,995

#### 2015 Dodge Charger Hellcat



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£69,995

#### 2013 Dodge Charger SRT 8



The ultimate family Muscle carl! 6.4 Litre V8 Hemi pushing out over 470 BHP yet still achieving excellent fuel economy. This particular model comes in white with the 392 style black bonnet and roof with the sumptuous red Alcantara and leather interior. The spec on this modern classic is huge and includes -Rear camera,5 Speed auto. Parking sensors, 20 inch SRT 8 wheels. In addition the previous owner has added a mind glowingly gorgeous Borla stainless exhaust system as well as the almost obligatory K and N air intake just to up the power and performance still further! The car is in immaculate condition throughout.

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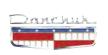
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# LOADED

Steve Greenough's '68 Skylark Custom might look every bit the late Sixties little old lady grocery getter, but that little old lady ticked just about every box on the option list making for a lovely, loaded luxo-barge!





any of us remember the Eighties as the era of hot hatches as far as motoring icons were concerned and let's not forget those 911s and BMWs that the cash rich yuppies were hooning around in at the time. These were cars many of us aspired to owning at some stage and as a result, prices for these increasingly rare Eighties European classics have risen dramatically over the past decade.

Steve Greenough remembers that decade quite differently as there were so many Sixties and Seventies American cars on our roads back then, it wasn't unusual to see a gaggle of them parked on any one street: "I was an MoT tester at the time and we had loads of American metal drive in and out for MoT testing," he smiles. Steve's dad had owned a '64 Oldsmobile Cutlass for a short while, although Steve himself kept himself busy with British classics. "I had a '53 Sunbeam Alpine and an Austin-Healey when they were still affordable," Steve laughs, "but I ended up selling my classics to put money into a house I'd just bought."



Unusual steering wheel was a Buick trademark in '68.

A period of owning humdrum runabouts then ensued, but by the time his wife Carole had passed her test 18 years ago, Steve found he then had the opportunity to run a classic as a second car. "I really made up for lost time and got through seven Rover P5Bs, numerous other British saloons, a Triumph Stag and an MGB roadster," he smiles, "as soon as I bought the MGB I realised I wasn't as young as I used to be, they're not really designed for refinement!"

Unsurprisingly, given his connection with so many US cars a few decades earlier, Steve's attention turned to classic Americans. "I began by looking at a '71 Mercury Cougar," he recalls, "but it had been damaged in shipping and needed too much work to put right." With the Cougar dismissed, Steve chose a Corvette as his next classic and ran that for a while. "I've always used Tony at Cas-Am for parts," he tells us, "it's much easier now to order hard to find parts online than it was 30 years ago. Businesses like Cas-Am were able to order in specialist parts as they're well connected with suppliers, you'd have been stuffed running an American classic without them!"





In addition to supplying parts and carrying out repairs, Cas-Am has always had a forecourt full of cars for sale, "I'd gone there to order a few bits for my Corvette and I had a look around the forecourt as I normally do," Steve recalls. "There were a few of the usual suspects as you'd expect, but this '68 four-door Buick Skylark Custom really stood out, as I'd never seen one before." The rare sedan had resided on Tony's forecourt for a year with no takers, though Steve reckons the faded paintwork was letting it down and putting potential buyers off. "I was thinking of selling the Corvette anyway and struck a deal with Tony which included having the bodywork resprayed."

The 5.7-litre Skylark built in Flint, Michigan, was unbelievably original, having been owned by the same lady in North Carolina all its life just for popping down to the shops once a week. With just 32,000 miles since it left the factory, it had been imported into the UK in 2008 and Steve would be its second owner. All the paperwork from new was still available and it seems the lady owner had ticked every box when it came to options as the base price of \$2900 dollars had risen to \$4024.

As you may expect power-steering and power-brakes appear on the list, then there's the four-barrel carb for any speedy shopping trips, but also details you might never think of such as door guards, a trunk light and speed alert (perhaps confirming she wasn't shy at putting her foot down!) are on that list too.

The air conditioning which was a eye-watering \$360 option was by far the most expensive box to tick and best of all, everything still works. Even the standard brocade interior trim was still impressive, with custom padded

cushions, dual horns and lights for the glove box and ash tray. Steve would have to wait to make full use out of that air con, as the Skylark spent five months in the paintshop.

"It had been sent to another garage for the paint and it was October by the time I got it back," Steve remembers, "it took a while, but they did a great job." The lime gold paintwork suits the Sixties styling perfectly and the white roof complements it well, "the roof had previously been a dark gold in colour, but I wanted a lighter shade to brighten things up," Steve adds. >>>



Federal sidemarker light.





Perfect trim.

"ALL THE PAPERWORK FROM NEW WAS STILL AVAILABLE AND IT SEEMS THE LADY OWNER HAD TICKED EVERY BOX WHEN IT CAME TO OPTIONS AS THE BASE PRICE OF \$2900 DOLLARS HAD RISEN TO \$4024..."





As the Skylark had been stood on the Cas-Am forecourt for so long, Tony offered to renew the brakes, bottom ball joints, master cylinder and give it a full service ready for Steve to drive it home. "I love driving it and take it to as many shows as I can," Steve tells us, "I was really chuffed when it won the Yorkshire Thoroughbred show at Dewsbury on its first time out."

Average miles per gallon works out at around 20 so the economy isn't as bad as you may expect for such a sizeable car! "It drives and rides perfectly; it's like a floating sofa," Steve laughs, "I can see why the lady in North Carolina kept it for so long!" Two-hundred mile round trips can be covered with ease and the only work carried out on the Skylark over the past five years and 4000 miles have been servicing parts, which is quite incredible given this is a 47-year-old car.

"Of all the cars I've had, people ask me about this one the most," Steve adds, "it must be due to its rarity and unusual styling that no one knows what it is. I even get asked about it at American car shows as few people have ever seen one before." Despite having owned so many classics over the past few decades, Steve has no intentions of letting this one go. "I love the attention it receives and it's even more refined and well specified than my comparatively new BMW," he smiles. It looks like the '68 Skylark will be a keeper!

It was all change for GM in 1968 as it adopted a policy for using a shorter wheelbase for two-door mid-sized cars, while sedans and station wagons were some 4in longer, making this sedan a sizeable beast. Those stylish flanks, and unmistakeable raked rear end help give this model the appearance of travelling at speed even when the car is stood still. Engines available included a 250 cu in in-line six cylinder with one barrel Rochester carb producing just 155bhp, though the upmarket Custom with its 350ci V8 and two-barrel carb produced a much more potent 230bhp, while the four-barrel offered even more grunt.

A 400cu in 6.6-litre was also available in the GS400 models only. The final year the Skylark name would be used for Buick's midsized cars was 1972, after which it was replaced by the Century model. The Skylark name continued in the compact market from 1975 however, before it eventually disappeared from GM's sales sheets in 1998.





#### The options list

350cu in with four-barrel carb \$31.60
Two-speed super Turbine transmission \$205.24
Power steering \$94.79
Power brakes \$41.60
Sonomatic radio with manual antenna \$69.51
Whitewall 7.75x14 tyres \$31.60
Air conditioning \$360.20
Speed alert \$8.43

Soft ray tinted glass \$36.86

Door guards \$8.96

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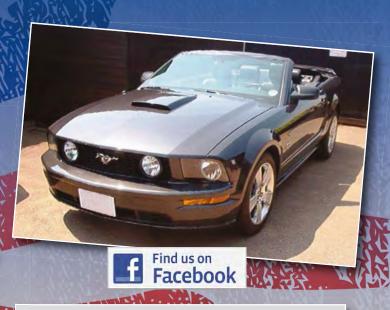
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This rare example of the 7.0 litre 428 convertible was originally a Texas car before spending some time being fully restored in Cyprus including a "top end" re-build of the engine and strip down and soda blast to bare metal for the re-spray.

This fully numbers matching car has covered only 74,000 miles of which 73,000 were in the dry aforementioned climates.

Finished in Ice Blue Metallic with power everything, Cruise Control, Sequential Tail Lights, Swing Away Steering Wheel and Disc Brakes all complimented by the expensive optional extra of full Black leather Interior. Also the power convertible hood works perfectly.

Less than 8% of 1966 Thunderbirds were convertibles which makes this car rare enough, but when coupled with the 428, V8 engine under the hood with 350 bhp, this is surely a collectors item.

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# Richard Leighton bought his 1963 Ford Thunderbird over the internet sight unseen from America... turns out he ended up with a very nice clean example

and years of pleasure
and enjoyment.

Inthusiasts purchase classic cars for a variety
of reasons; everything from recapturing their
lost youth in a model they used to own, to
finally having their ultimate dream car sitting in
their garage, or maybe they simply love owning
and driving old cars, or as an investment, or even
the fact that their father used to own a particular
model – the list goes on and on.

that's given him years

For Richard Leighton, 2001 seemed the right time for him to purchase a classic car, which he likes to refer to as his 'toy'. He'd recently moved into a new house that had a garage, which pretty much dictated how big his 'toy' was going to be. "As a young boy, the American car toy models had always interested me the most, and I remember having great fun with a

and I remember having great fun with a
cable car rocket set that I had, which
included a Cadillac Eldorado that
was always the quickest model on
the track layout, probably because
it was the heaviest model." Richard

recalls with affection. "The size of my garage meant that my 'toy' couldn't be a Cadillac, but a Ford Thunderbird was just about the largest Yank that would squeeze in."

Richard purchased his first Thunderbird, a 1964 model and ran it until 2007, having spent quite a lot of money on the car over the years, and with further expenditure pending, it was time to move it on and find another T-bird. He was tempted to acquire a convertible model, but found these came at a much higher premium, so not wishing to bankrupt himself, and get involved with the complexities of the electrohydraulic mechanism and associated ancient relays and switches of the soft top he stuck with a hardtop model. The soft top mechanism is pretty complex and features one pump, four hydraulic rams, two electric motors, seven limit switches, three solenoids, and nine relays. Richard feels that he definitely erred on the side



Squared off

rearview mirror.

Kelsey Hayes wire wheels.

Owner Richard Leighton.





requirements, as I didn't want the additional hassle and expense of sorting the air-con if it ever went wrong.

"I contacted the owner of one of the cars, Mark Bachman, who was a real Thunderbird enthusiast owning three cars, two rarer models and the 1963 'Thunderbird', that was for sale, which was in San Diego, California. I spent the best part of a week on the telephone.

"Mark emailed me loads of photos, I asked him all kinds of questions, all the while I was making up my mind whether to proceed and purchase this car or not. Come the night of the final hours of the eBay auction, I decided to bid for the car, and had a bottle of wine ready to celebrate. It was something of a calculated gamble, but I was pretty confident that the Thunderbird was a good purchase."

Richard was successful in bidding for the car, much wine was consumed in celebration, and now he was the proud new owner of the Thunderbird. Now, how to get it from San Diego back to the UK? Never having shipped a car before, he contacted a fellow member of the Thunderbirds of England club, who had previously imported cars from the USA, for a few pointers, and some general advice on how to go about things, the various pitfalls etc. He recommended DLR Shipping and so Richard contacted them and got the ball rolling, after which everything subsequently fell into place and proceeded smoothly.

The Thunderbird arrived in the UK at Chatham Docks, Kent, and full of anticipation, Richard arrived at the docks to collect the car. "It was a bit of a dramatic moment actually," he admits. "Was the car going to be as I was hoping, or was it going to be a bloody heap?! It was incredibly filthy dirty, having been sat at the docks for two months at Long Beach prior to being loaded on the ship. After spending a couple of hours checking that the car was all in one piece and roadworthy, I drove it back home. Then I got it MoT'd and UK road registered and obviously got it cleaned and polished to perfection."



Richard's Thunderbird had been fully restored in around 1996 by Mark Bachman, and it says much for the quality of work that the car remains in exceptionally fine condition. The Deep Sea Blue metallic paintwork (a genuine Thunderbird colour option) is a truly gorgeous rich colour, guaranteed to overwhelm your senses, which combined with the aqua interior trim makes for a fabulous colour combination.

"I suspect that the interior could possibly be original, as they do tend to wear really well," Richard points out. "The previous owner, Mark Bachman did tell me that for many years he harboured a desire to have a Thunderbird in Deep Sea Blue metallic with an agua interior, and could not find the right car in the right colour combination. Interestingly this Thunderbird left the factory in Corinthian White, and was repainted by Mark when he restored it. He did a very good job, there's not a trace of the previous white paint anywhere."

A huge amount of time was spent on the Thunderbird's interior design by Ford's Art Querfield, and it was time very well spent too; one of the design features which works particularly is the flowing lines of the ribbed aluminium panelling of the dashboard, that merge into the high centre console (dividing the cabin into two very separate cockpits for driver and passenger) as well as curving round at the ends, to blend in perfectly with the ribbed aluminium of the door panels - simple, but very effective.

There is no glovebox in front of the passenger seat in the conventional place, as it would have spoiled the curved lines of the dashboard, instead it has been relocated in the console between the front seats and is just big enough to hold a pair of gloves! Another novel feature was that the steering wheel would swing away to the right, making access easier for more portly owners. Richard's car also has the options of tinted windows and AM/FM radio and came with power steering and brakes. The single driver's door rear view mirror was remotely controlled for the first time.

The 390cu in engine rated at 300bhp with 427lb-ft of torque, was also rebuilt at the time of the car's restoration and fitted with hardened valve seats in order for it to run safely on unleaded fuel. During Richard's ownership the car has proved to be reasonably reliable, and other than regular servicing he has completed a number of jobs. These have included fitting a new brake master cylinder and a new heater matrix. "I read an article that I found online about

"ANOTHER SLIGHTLY QUIRKY FEATURE IS THAT THE WINDSCREEN WIPERS ARE **HYDRAULIC** AND WORK OFF THE POWER **STEERING** FLUID," HE **POINTS** OUT. "SO **EFFECTIVELY** THEY WON'T WORK UNLESS THE ENGINE IS RUNNING..."

Photographic location by kind permission of the London Gliding Club at Dunstable Downs, Beds. www. londonglidingclub. co.uk. For more information about the Ford Thunderbird Club check out www. thunderbirdsofengland.









replacing the heater matrix, which was guite a lengthy job, due to having to dismantle the entire dashboard to gain access," explains Richard. "If anyone else in the Thunderbird Club needs to complete a similar job, talk to me, as I took loads of photographs during the dismantling and reassembly process!"

Another really fine enhancement is the chrome wire wheels. Richard isn't guite sure if they are genuine Kelsey-Hayes or copies, but either way they definitely set the car off beautifully, and when the car was new, they would have been a \$343 option. During his ownership they have required slight adjustment to the spokes, a job that was entrusted to P J Hallewell Engineering, a wire wheel specialist in Uxbridge, Middlesex. He also believes that the 1963 Thunderbird is the very first car to feature the rear view mirror base that's been glued to the windscreen.

"Another slightly quirky feature is that the windscreen wipers are hydraulic and work off the power steering fluid," he points out. "So effectively they won't work unless the engine is running. Another '63 upgrade is that an alternator has replaced the dynamo."

Richard has been more than happy with his eBay purchase, taking a chance on a car that he hadn't personally inspected, let alone driven and on this occasion it has paid dividends. His 'toy' has brought a great deal of pleasure and driving fun. He doesn't have any future plans for the Thunderbird, other than to keep it in its current exceptional condition, and maybe to get the engine bay detailed to match the rest of the car. ★

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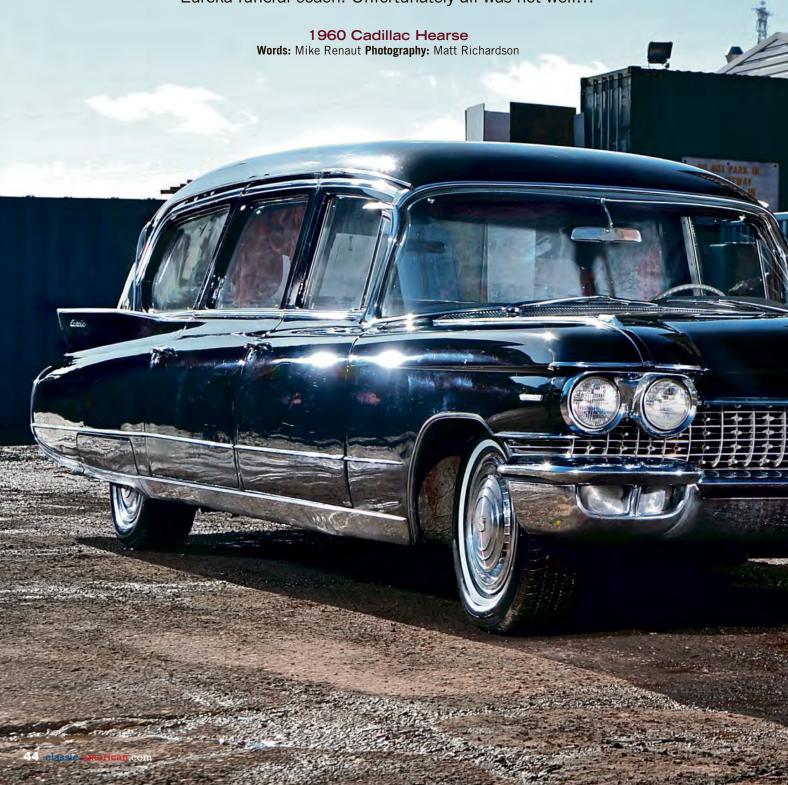
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When James Stringer went out looking for a Cadillac he came back with a big one; this extremely rare 1960 Eureka funeral coach. Unfortunately all was not well...







#### **Body beautiful**

The Eureka Manufacturing Company started in 1871 building furniture for schools, churches and hotels. In the late 1880s it diversified into farm machinery, washing machines and small wagons. By 1908 its product range had expanded into horse-drawn buggies, hearses and ambulances so the next logical step from motorising horse drawn carts was motorised professional cars in 1917. Three years later the company's trend-setting limousine style funeral car set the future style of coaches and in 1925 came the three-way casket table allowing loading and unloading from the rear or either side of the vehicle. Although a dispute in 1929 over patents for the design lost the firm some business.

Throughout the Thirties Eureka built funeral coach bodies on the best chassis available, including REO, Pierce-Arrow, Packard, Lincoln and of course Cadillac. General Motors introduced a 160in extended wheelbase professional car chassis in 1935 that was available on Cadillac, LaSalle, Buick and Oldsmobile so from then on,

rather than cut an existing car in half, Eureka used these chassis. Wartime economy measures meant building cheaper Chevrolet-based coaches and ambulances, then in 1957 a change of ownership saw Eureka finally abandon its wood frame designs in favour of an all-steel construction.

With car design changing so rapidly throughout the Fifties, many aftermarket coachbuilders struggled to keep up; no sooner had they designed a 1958 body than the new, larger '59 was released and all that work was out of date. The Sixties brought new competitors and, despite excellent sales in 1963 and '64, Eureka felt it didn't have the modern facilities to keep up with trends and 1964 saw the last Eureka funeral coach roll out of the door.

The company was revived in 1977 as new construction methods allowed fibreglass bodywork to be employed, Eureka built coaches on Lincoln and Pontiac chassis then later the Chevy Caprice. The company closed its doors again in 1989 but re-emerged in 1993 as Eureka Coach CCE Inc.

Above left: After much hard work the rare hearse is roadworthy again!

Above centre left: Original funereal draperies.

Above centre right: It's only when you look in the rearview mirror that you realise you're not driving a regular 1960 Cadillac.

Above right: Stock gauges and 390 cu in V8

Left: Higher profile to house casket and wreaths.

Below: 1960 Cadillac hearses are rare as so many are converted to look like 1959 'Ghostbuster' cars.

"I DON'T REGRET BUYING IT, I SUSPECT THE GUY I BOUGHT IT FROM WHO DESCRIBED IT AS 'RUST-FREE' WAS SELLING ON BEHALF OF SOMEONE AND HADN'T ACTUALLY SEEN THE CAR HIMSELF. I KNOW I'LL NEVER SEE ANOTHER ONE, MY ONLY REGRET IS NOT ASKING FOR MORE PHOTOS OF IT UNDERNEATH BEFORE I BOUGHT IT..."







If this has inspired you to get your own funeral coach then the best place for advice is the Classic Hearse Register which is dedicated to preserving and documenting these fantastic and rare cars. See www.hearseclub.co.uk, find them on Facebook or call 01425 619196. Thanks to Lee Foggo of Lakeside Containers for assistance with this feature.

#### Hearse of the year

James' car is based on a series 75 commercial chassis. These were usually sent out as a rolling chassis complete from the dashboard forward and with windscreen, hubcaps, complete rear wings and bumper strapped in the back. This one rolled out of the Eureka plant in Rock Falls, Illinois, and appears to be the 203rd 1960 model built. It runs the standard 390cu in V8 and three-speed automatic. It's odd to sit in a 1960 Cadillac that has virtually no electric toys; the seat is manually controlled, the windows are wound up and down by hand, there's no air conditioning or Autronic eye. Yet this would still have been one of the most expensive non-Eldorado Cadillacs of the time and one few people would have ridden in – living people anyway...

Cadillac sold 2160 of its 156in bare chassis in 1960 – all of which went to ambulance and funeral coachbuilders. That's not including another 1550 produced as nine-passenger limousines. Those sound like high production numbers, but few have survived today. In the same way that everyone wants a '69 Charger, the 1959 Cadillac hearse has become the one to have (blame Ghostbusters and perhaps even Harold and Maude) so a number of the 1960 models that survived being run into the ground by rock bands and demolition derbies have since been rebuilt into '59s.

"I knew it was a rare when I bought it," says James, "but I've been told it's one of just four left worldwide. When I was researching it I struggled to find photos of one exactly like mine." In fact most of the photos James found were stills from films since it transpires after it left the funeral trade this Eureka had a career as a movie star. "It belonged to a Professor Rolf Eipper of Vancouver who bought it in March 1993 for \$4000, at some point it had been painted silver with a black roof but apparently Warner Bros then painted it all black. It appeared in Stephen King's It, a David Bowie film called Mr Rice's Secret, Cadence, Kissed, and Riding the Bullet. I was also told it appeared in Happy Gilmore and sat through the entire film before I realised it appeared only very briefly right at the beginning." A look underneath reveals a couple of pieces of box section welded under the front bumper which are likely either camera mounts or where an A-frame was mounted for towing while filming.

"Before I knew all that I had considered customising it," admits James. "I thought about adding hydraulic suspension but it would be a shame to change it, and you're paying £3000 just for it to look good to other people when it's parked. I am adding some smoothy wheels though, the hubcaps keep falling off and to be completely standard condition the car should be perfect and that would cost so much money that I don't think it will ever be. I don't regret buying it, I suspect the guy I bought it from who described it as rust-free was selling on behalf of someone and hadn't actually seen the car himself. I know I'll never see another one, my only regret is not asking for more photos of it underneath before I bought it."



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1970 was the last stand for the mighty big-block in Chevrolet's Camaro... but what a way to go out!

Camaro. A United Auto Worker's strike helped delay the introduction of it until February 1970; giving the already attention hogging '69s more time in the spotlight. To make matters worse, the new car was born into a decade that would become one of the most tumultuous and challenging for Detroit automakers ever (though the 2011-2020 period is shaping up to be another tough one).

Camaro was almost axed entirely in 1972 due to another strike, this time a 120-day affair that crippled production at the Norwood plant in Ohio where the F-cars were built. Two years later there was a further whammy when Chevy dropped the Z28 model from the lineup.

Yet despite the odds, stagflation, two energy crises, fluctuating gas prices, safety and emissions standard, the second generation Camaro endured. The Z28 returned in 1977 and became a hot seller by the end of the decade, forming part of a performance (or what passed for it) triumvirate at GM, alongside its Pontiac Trans Am cousin and the Corvette.

But backtracking a little, it's interesting to note that even at the time of its original introduction, the second generation Camaro had a different set of priorities than its predecessor. Take the SS. In the late Sixties, Super Sport was Chevrolet's performance moniker – if your bowtie ride didn't sport a set of SS emblems somewhere on it, you were considered a nobody – but by 1970 that was starting to change. The full-size Impala SS was gone by then and as for the Camaro, most of the attention was focused on the Z28, especially now that Trans Am racing rules allowed for destroked small blocks (Chevy responded by dropping in a version of the Corvette's hot LT-1 350; albeit rated at 360 instead of 370 horsepower). >>







#### 19701/2 CHEVROLET **CAMARO** SS396 L78

#### **DIMENSIONS**

Length:

188.1in

Width:

74.4in

Wheelbase:

108.1in

Track (front):

61.3in

Track (rear):

60.0in

Weight:

3487lb

#### **ENGINE**

Type: **V**8

Construction:

Cast-iron block and heads

Ohv. single solid lifter camshaft camshaft, two valves per cylinder

**Fuel system:** 

**GM Rochester M4MC Quadrajet** four-barrel carburettor

**Bore & Stroke:** 

4.13 x 3.769in

**Compression ratio:** 

10.75:1

**Displacement:** 

402 cu in (6.6 litres)

**Ignition system** 

GM Delco breaker-point

**Max Power:** 

375hp @ 5600rpm

**Max Torque:** 

415lb-ft @ 3600rpm

#### TRANSMISSION

GM Muncie M21 four-speed manual

#### **BODY/CHASSIS**

Steel two-door coupe unibody with separate front subframe

#### **SUSPENSION**

Independent short/long arm with coil springs, shocks and anti-roll bar

#### Rear:

Solid axle with semi-elliptic, multi-leaf springs, shocks and anti-roll bar

#### **BRAKES**

Front:

Disc

Rear:

Drum

#### WHEELS

15 x 7in Super Sport

#### **TYRES**

Firestone Wide Oval F60-15



#### **Z28 vs SS**

The 1970½ SS Camaro meanwhile was, save for emblems, barely distinguishable from the Z28. It could be ordered with the same front and rear spoilers, rally stripes, heck even the same 15 x 7in wheel and tire package; which perhaps added to the confusion. Inside you still had the signature SS steering wheel, but that was really about it. Under the hood however, it was a different story. The SS was the only 19701/2 Camaro that could be ordered with a big-block, in this case the 396 (even though it now actually displaced 402cu in). In L78 form, with a solid lifter camshaft and cast-iron heads with sizeable 109cc combustion chambers, it cranked out 375 horsepower at 5600rpm and a meaty 415lb-ft of torque at 3600 revs.

Coupled with a Muncie M21 four-speed manual gearbox (a TH400 three-speed slushbox was optional), it still satisfied the urge for those who craved straightline performance. Mash the throttle and the big-block SS would shred those Wide Oval tyres in all four forward gears. With an experienced wheelman at the helm, this version of the Camaro SS could dip into

the 13-second range on a quarter mile dragstrip and with a bit of tuning could be faster still. Even with the extra weight up front over the Z28, the 19701/2 big block SS was still a better all-around car than its 1969 namesake, partly aided by a fat front sway bar, lower centre of gravity, revised steering geometry and an engine that was set further back in the front subframe.

Yet big-block performance was falling from favour. Just 600 Camaro SS models with the L78 engine were built for the fairly short model year and two years later the SS moniker was gone entirely - not to seen again until the 1996 model year. Replacing the hallowed Super Sport for 1973 was the Camaro LT (signifying Luxury Touring). It might not have had the same resonance with enthusiasts, but it was far more in-keeping with the times, especially as North American motorists embraced the concept of cushy mobile living rooms for much of the Seventies.

There's no doubt that the LT (and later Berlinetta) helped keep the second generation Camaro going, even as other pony cars like the Dodge Challenger, Plymouth Barracuda and AMC Javelin fell by the wayside. To this day there are still those that lament the passing of the big-cube, macho SS.

"BIG-BLOCK PERFORMANCE WAS FALLING FROM FAVOUR. JUST 600 CAMARO SS MODELS WITH THE L78 ENGINE WERE BUILT FOR THE FAIRLY SHORT MODEL YEAR ..."













Full size spare.





Our feature car, a 19701/2 SS finished in Hugger Orange, is somewhat unusual in that it sports the Z28 Rally wheels, but no Rally stripes; causing many Camaro aficionados to do a double take. It is however equipped with the solid-lifter L78 engine and other desirable options such as the M21 four-speed and heavy-duty 12-bolt rear end. At the time of our photoshoot it was part of the Legendary Motorcar Collection, based in Halton Hills; Ontario, Canada and we were fortunate to be given a chance to drive it.

Despite the notchy shifter, the torque from the 396 was immense, but what strikes you most, especially after driving a '69 SS, is just how much sportier the car feels it's lower to the ground, the seats are far more supportive and that lower centre of gravity means taking corners is somewhat less of a white-knuckle experience - even on bias-ply rubber. Standard front disc brakes and vastly superior steering also make the driving experience that more enjoyable.

So while the '69 SS continues to draw the lion's share of attention, if you ask us, the 1970 model is in many respects a superior car. The fact that it's not as popular, and current asking prices reflect this, only goes to show that today, much as when it was new, it remains the thinking enthusiast's choice. \*



Special thanks to Legendary Motor Car Company for our feature vehicle.

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£12.950

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1972 Ford Mustang Olympic Sprint 351

V8 Auto in Wimbledon White & Grabber Blue with Red striping and Blue and white factory interior. This is a very rare limited edition Mustang with 83k miles New Magnum 500 Wheels. Engine and transmission have been totally rebuilt recently with History and Marti Report.









1966 Plymouth Fury III

<mark>2 doo</mark>r hardtop Coupe V8 Auto in Rose Q<mark>uartz</mark> w<mark>ith W</mark>hite Coral Top and Lower body This lovely car drives wonderfully and t<mark>urns heads w</mark>herever she goes with spotles: interior complementing the lovely mid 50s period colours.

2 door Factory 318 V8 Has been professionally Stroked to 390 with New Power Front Discs and forged alloys. This muscle car has power and style in abundance.









1937 Hudson Terraplane Brougham

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1953 Packard Clipper Mayfair

2 door in Factory Topeka Tan with Matador Maroon Top Straight Eight Automatic. Drives Whisper quiet matching immaculate interior fully UK registered and on the road.



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**1977 Chevrolet Camaro** Auto Hurst T-Tops New dual performance exhaust drives really well interior needs some tidying inexpensive.



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Another nostalgic look back at the golden age of American motorsport, this month we relive the glory days of early NASCAR... Words: James Maxwell The scene at Riverside International Raceway's esses in 1966 with Dan **Gurney's Ford Galaxie and David** Pearson's Dodge leading the pack on the parade lap. Gurney won the Motor Trend 500 event, leading 148 of the 185 laps driving the Wood Bros entry and had an impressive average speed of 97.952mph over the tight and twisty road race course. Pearson's Dodge came in second and he was the #1 qualifie



In 1972 Richard Petty changed from a Plymouth body shell to a more slippery Dodge Charger and the STP-sponsored car was a winner from the start. Featuring a coke bottle shape the #43 Dodge was such a success that he ran that sheetmetal on a fleet of cars for six seasons, basically until NASCAR said it was no longer legal because of model year rules. The move to a Dodge Charger resulted in 37 wins, two points race titles (1974, 1975) and close to three million in winnings!

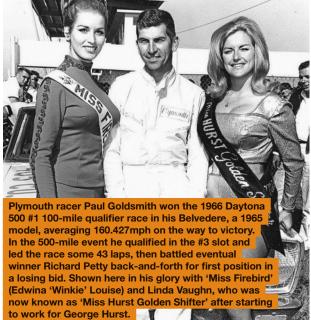
he idea came to Bill France to start up a racing organisation that would run cars that people in the grandstands could relate to, vehicles that the fans could easily recognise from their own driveways. Conceived in a watering hole called The Ebony Bar at Daytona Beach, Florida's Streamline Hotel back on December 14, 1947, the 'National Association for Stock Car Racing' was born. NASCAR was all about uniting racers - many of whom were moonshine delivery drivers - all under a single set of rules, with a season-ending champion based on the earning of the most points.

"Plain, ordinary working people have to be able to associate with them," said Bill France in that meeting, and starting in 1949 a 'Strictly Stock' class was run featuring American makes with events all over the southeast United States. Over the years the car manufacturers got more and more involved in the sport and this photo flashback is to give a glimpse of the early days of NASCAR, when the 'S' actually stood for 'stock' and the race vehicles actually resembled the real cars driving on America's streets and highways. >>

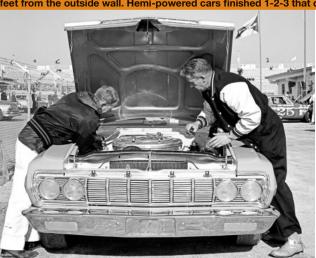
In 1974 Chevrolet released a Chevelle with a sportier front end (Laguna Type S-3) and shown is hot pit action of Donnie Allison's DiGard car, with air-hose flying and gas tank filled. He was leading the Daytona 500 but ran over some debris and was forced into a pit-stop for new rubber, falling to sixth place as a result.



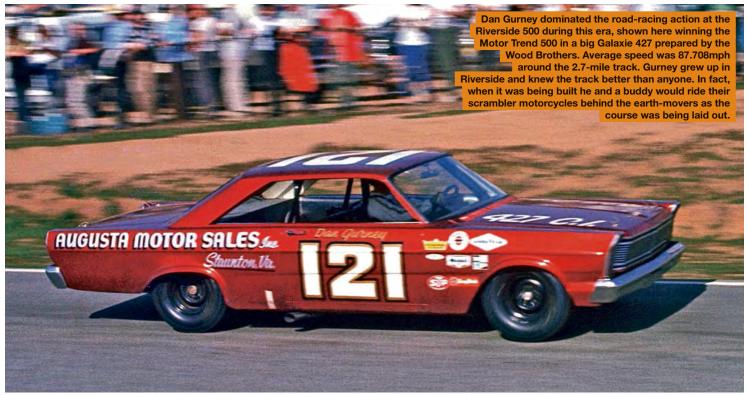








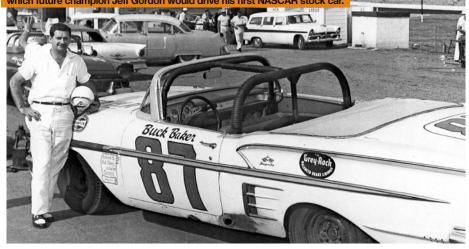




Without question the Hudson Motor Car Company was the first to jump into NASCAR open competition as an auto manufacturer, offering racers full support of product. The advanced 'step-down-design' unitised chassis of the Hornet greatly enhanced cornering ability (due to its lower centre of gravity) and even though the 'Twin H Power' six-cylinder Hudson engine (with dual carburettors) wasn't as powerful as its rivals' V8s, the torque and low-revving grunt power won nearly all the races in the first years of the Fifties, winning 78 times. These cars really were on the 'stock' side, and still wore their factory windshield wipers, hood ornaments and rear view mirrors.



Buck Baker also ran in the convertible class series besides the regular series and his '58 Chevy Impala drop top had a five-point 'roll cage' for improved safety. Baker was the sport's first driver to win consecutive series championships (1956-'57) and was second to Lee Petty in 1958. Buck's son Buddy would become a major player in Grand National racing (with 19 🌡 major wins) and after he retired from driving in 1976, he opened a successful racing school at which future champion Jeff Gordon would drive his first NASCAR stock car.



The 1963 racing season was full of surprises in the way of a specially equipped Chevrolet that featured the 427cu in 'Mystery Motor' that incorporated new 'porcupine valve' heads that were the working prototypes for the Chevrolet big block production engine. Driver Rex White and mechanic Louis Clements shown here in November of 1962 with one of the special Super Sport Impalas, testing at the GM Proving Grounds in Mesa, AZ. The exotic engine pulled some 540 horsepower on the dyno and only a handful of these powerplants were produced.





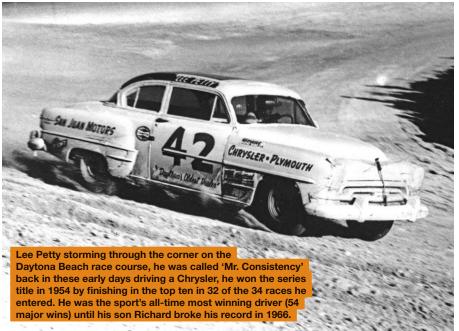
The scene at the famed Riverside International Raceway during the 1980 season shows three cars racing into Turn 6, an Oldsmobile about to be lapped, and two hard-charging Chevy Monte Carlos coming up fast. The back car was Bobby Allison in the DiGard Gatorade machine, while pictured in the centre was a young Dale Earnhardt driving for Mike Curb Racing. Earnhardt went from 'Rookie of the Year' in 1979 to series champion in 1980. Imagine the look on the face of privateer Bill Schmitt looking into his rearview mirror and seeing these two fast-approaching Chevrolets on his rear bumper...



The Dodge Charger from 1966-'67 was the first domestic American car to run a rear spoiler, an optional item developed on the race track for NASCAR competition. Here's driver David Pearson showing that the body template fits the Cotton Owens' car, and in 1966 the duo of Pearson and Owens, with major factory support from Dodge, won the championship with 15 wins throughout the season, thanks to 426 Hemi power.

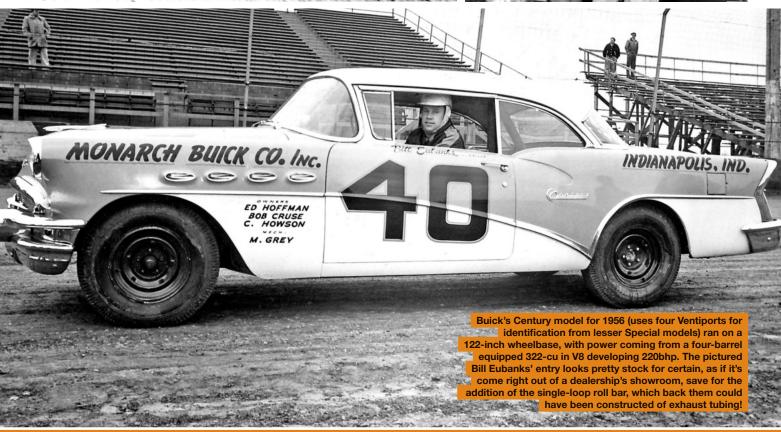


For 1968 Dodge team drivers had the new Charger body – in this photo is the Cotton Owens' car, driven by Al Unser and not a very successful body shape initially. Later, a revised 'Charger 500' with flush grille and reworked rear window helped however the real improvement came when the factory went all-out in '69 with a winged version called 'Daytona'. >>



1962 saw Pontiac as the dominant force and shown here is Daytona 500 winner Glenn 'Fireball' Roberts, who ran laps at 155-mph, winning over Richard Petty by some 27-seconds. Celebrating the win with Roberts is (left to right) Linda Vaughn, Cindy Pike and Miss America, Mary Ann Mobley. The kick-name 'Fireball' was actually earned as a baseball pitcher, and sadly, he died as a result of a horrible fiery racetrack incident where he was fully engulfed into flames during the 1964 World 600, an unfortunate coincidence to the name he was most known by.







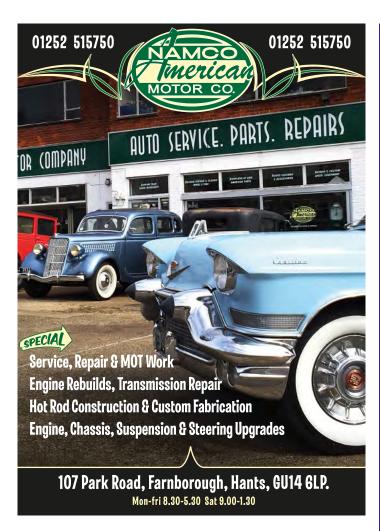
Legendary builder Smokey Yunick worked closely with Pontiac's head man in control Bunkie Knudsen to campaign state-of-the-art race cars. Pictured is the 1960 Catalina that was driven by Fireball Roberts, a superstar in these early years. Yunick knew how to stretch the rules plus find loopholes and this factory-backed Poncho was the fastest thing on the track. The #22 car won the qualifying race for the Daytona 500 that year, out front flag to flag, and was number one qualifier at Atlanta, both Charlotte races, plus both Darlington races.

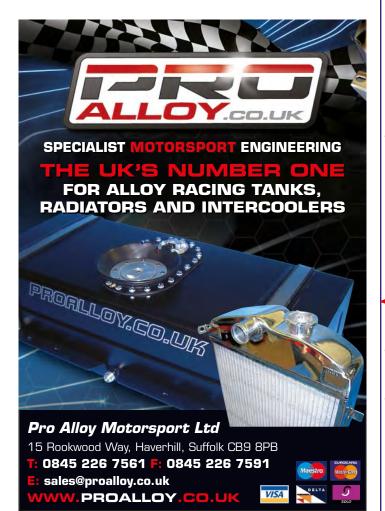


To offer a variety of vehicles competing on the tracks, the mid-Fifties saw a NASCAR Convertible Class added. As evidenced by Gwyn Staley's '56 Chevy, safety didn't appear to be of any particular concern, check out that single strut roll bar, hardly enough protection in the event of a roll-over, even for a short driver! The West End Speed Shop-sponsored entry had bolted-shut doors and what looks like a third-mounted brake-light in addition to the stock taillights.



A rare car on the NASCAR scene was the Pontiac GTO from 1971, a car constructed by legendary builder Ray Nichols who had just lost the Chrysler contract to Petty Enterprises at the time. A wealthy Greek man named Chris Vallo is said to have invested one million dollars in the project to see a Pontiac in the Winner's Circle. Top driver David Pearson was chosen to drive it and after a few races, the whole ordeal ended without success. Nichols Engineering ended up filing a multimillion dollar lawsuit against Vallo for fraud and misrepresentation, and Vallo eventually was sent to prison. \*









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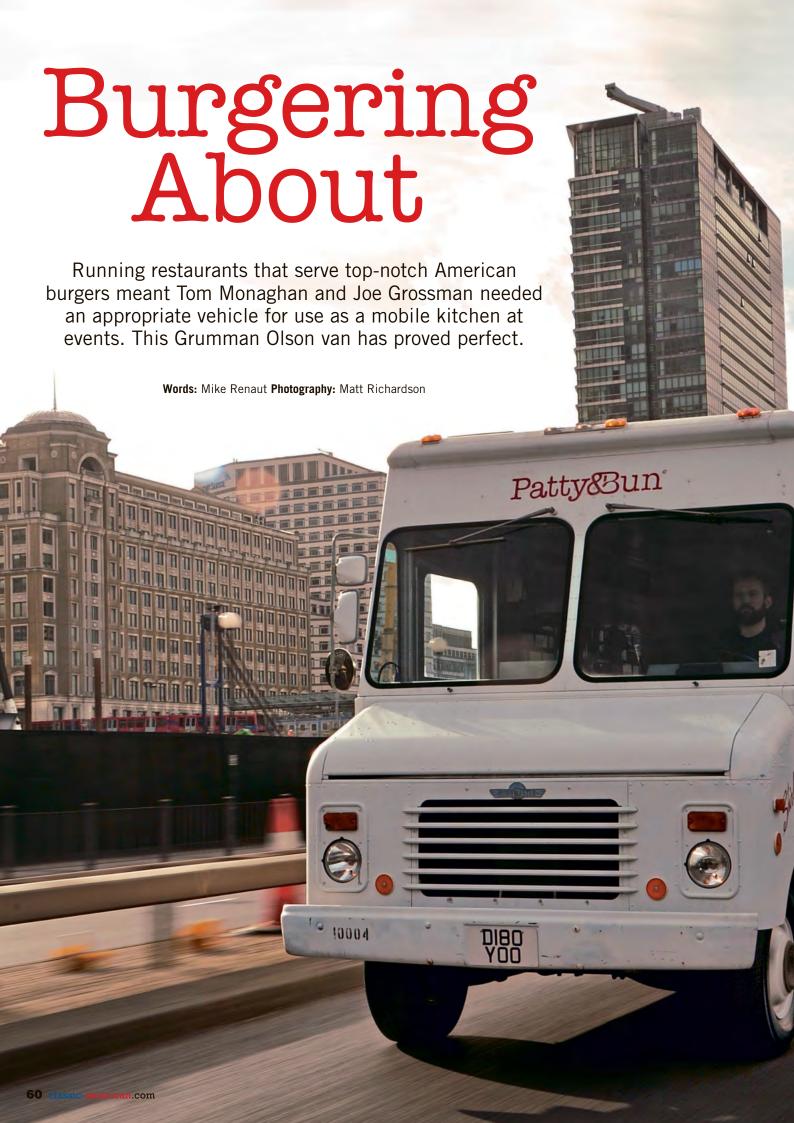
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rumman Olson Kurbmaster might sound like a First World War German biplane ace, but it's actually the badge that appears on the vehicle in these pictures. You may not recognise the name but chances are you've seen more of these vans than you realise. They often pop up in films and if you've bought food from a street van in the States chances are it was cooked in a Grumman Olson van. This Kurbmaster (she's nicknamed Shirley) belongs to Tom Monaghan and Joe Grossman of Patty & Bun who offer gourmet American burgers to eat in or take away at their restaurants in London's James Street and Liverpool Street.

It comes as no surprise to hear the guys found Shirley in America. "We were selling burgers at various events," says Tom, "and decided we needed a van we could cook food in that would also promote the business. We considered a Citroën H van, but they can be quite slow and we really wanted something American." Let's be honest, a Mk.2 Transit just wasn't going to cut it. "It was a good excuse for a holiday," laughs Joe, "we jumped on a plane to America and starting looking for a van like this one, they're really popular out there as food trucks and a lot were also used for USPS parcel deliveries. I'd seen them around California run by Kogi BBQ selling tacos, so we decided it had to be a Grumman Olson. After scouring the internet on truck sales sites we made an appointment to see what seemed to be the best one."

"We met this crazy, but very helpful, guy called Ronnie," continues Joe, "he was in Fontana and he had a junkyard full of rusty gems and trucks. His partner drove us around the block in this and we paid a \$100 deposit. It was a complete leap of faith to be honest.

"It occurred to us that we didn't know what regulations there might be about bringing it to the UK, we'd heard about people having problems importing and registering vans due to VOSA. We just hoped it would be okay, I remember saying to Tom 'what the hell are we going to do with it if we can't convert it? Just keep it outside the house and look at it?""

As it turned out there was good and bad news, the truck they'd found was a late 1986 model, first registered in '87 and had very low mileage of only 47,000 miles on the clock, "it was only used internally at LAX airport," says Tom, "and was in really good condition. Most of the ones we saw had over 200,000 miles on them. Plus it only cost us £4000." And the bad news? "We wanted it brought over as soon as possible – we had a show to take it to the following month and I suspect the importer heard the urgency in my voice because it cost us over £8000 to get it shipped. Looking back that seems a lot - it's not much bigger than an average pickup truck – but at the time we didn't know any better. We'd never done it before." >>>



#### The van that can

Once it arrived in the UK the Kurbmaster needed some orange indicators and a fog light fitting. "Underneath it's mainly Chevrolet pickup parts on a P30 chassis," says Tom, "so it's pretty straightforward mechanically, I've had no trouble getting parts except for some of the light lenses which were already broken. The ones on the roof are apparently only available as a set of five and I only need two, so if anyone reading this has some cheap ones please let us know..."

Under that short bonnet and right beside the seat – must make a nice change being able to work on an engine in the dry! – is a petrol 350cu in Chevrolet small block V8; diesel had only become an option in 1982. Although you'd barely know it's a V8 since the exhaust muffles a lot of the sound (as you might expect for a vehicle intended to spend a lot of time with the engine idling in residential areas). Behind the V8 is a TH400 three-speed auto with column shift, making for a practical set of running gear. Suspension is coil springs up front, with leaves on the rear and it has disc brakes on the front and drums out back.

Climbing behind the wheel I'm struck by just how comfortable the driving position is, but Tom quickly points out: "Your arse gets very numb after three hours behind the wheel. I was scared witless the first time I drove it, I'd driven left hand drive before but it feels bigger than it is and it rolls around a bit at speed. Things were easier once we added another mirror but it still takes some getting used to. The serving flap on the side starts to lift above 50 or 60mph."

This Grumman Olson is what's known as a 'stepvan' or 'Walk-In' van. Having direct access to the rear cargo area allowed the driver to leave his seat, get whatever he was delivering without having to open a rear or side door, then



"HONESTLY, A TRANSIT WOULDN'T CUT IT..."



step onto the pavement via the 'passenger' side. Not only was it safer since he didn't have to open a door and walk into traffic, but once parked it was said to cut the delivery time almost in half.

The idea of an all-aluminium bodywork originated in the Forties when a Brooklyn laundry owner complained to his friend Jimmy Olson (no, not the one who hung out with Clark Kent...) that the large steel vans he used were too heavy. Olson realised that with 10 different laundry companies in Brooklyn alone there would surely be a market for a light aluminium van. In 1946 his J B E Olson Corporation created the first 'Kargo King' van. It was built for Olson by Grumman Aircraft Engineering – a producer of many variations of fighter aircraft – who in peacetime wanted to expand their product line. Van demand grew and the product range increased, in 1955 a new smaller walk-in van was introduced – the Olsonette. Olson built his vans to suit whatever his fleet customers needed.

Olson also came to a deal with Chevrolet to supply him with stripped down chassis since previously he'd been buying a fully furnished cab chassis and removing or modifying the cab and cowl.

United States Parcel Services became one of Olson's biggest clients when in 1986 it ordered 141,319 LLV (Long Life Vehicle) vans. Interestingly Grumman Aircraft had in 1969 become Grumman Aerospace Corporation – the main contractor on the Apollo Lunar Module that had first put men on the moon. In 2003 the company was bought out and the name changed to Morgan Olson, today they continue to build vans – although many are now based on Ford or Freightliner/ Mercedes frames. The modern vans are available in a wealth of designs and sizes up to 15 tons to suit every need. They even do one specifically for baking and snack food delivery.







and Joe Grossman.







#### The comforts of home

A look at the various VIN plates around the Patty&Bun van indicates it is a 9000-10,000lb payload truck on a 3500 chassis built in the Flint, Michigan, plant in December 1986. The Kurbmaster body has a VIN that suggests it was built some time in May 1987, which ties in with the vehicle first being registered in '87.

Joe and Tom bought the Kurbmaster in June 2014 and it landed in the UK that September. Shirley was quickly off to Towability Mobile catering (www.towability. com / 01933 229025) to be outfitted with full kitchen facilities. "We have to say big thanks to Marcel at Towability for the excellent job they did," says Joe, "the van was completely empty in the back and they installed deep fat fryers, a fullsize grille, sink; everything we needed. The van was the perfect size for the kitchen which in fact is based on the ones in our restaurants." Aside from some signwriting the Grumman is largely as it left America, "the side stripe was already there, but it was blue, so we just went over it in red," says Tom, "otherwise that's pretty much the original paint. It amazes me that something like this with a big petrol V8 is just an ordinary van in America."

"I'm really pleased with it, it has a lot of attitude," adds Joe, "it's a bit thirsty on fuel, but we expected that. As far as we know it's the only one in the UK too, although we're considering getting a second one as the business increases. There was no yardstick when we bought this but now we know what we're doing getting another one over would be a lot easier. It's been a good learning curve."

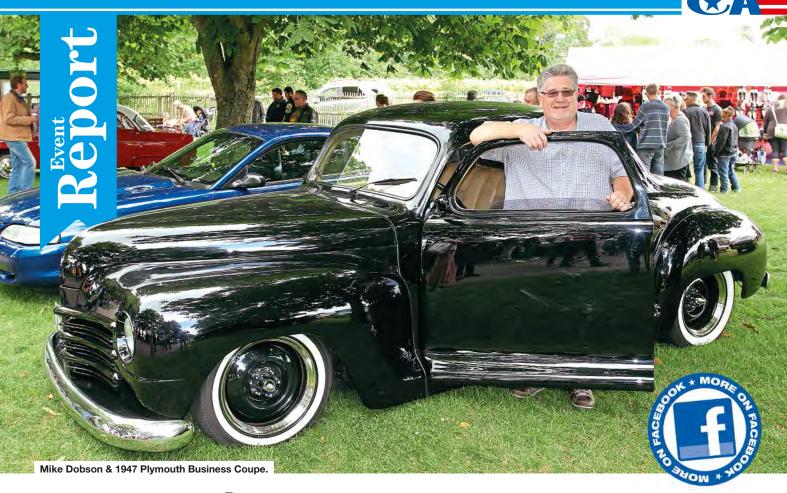


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# Beaulieu Hot Rod and Custom Drive-In Day

Beaulieu, Hampshire

he Beaulieu Hot Rod and Custom Show has been going for a number of years in several different guises. This year, it was officially a one day drive-in, although some overnight camping was available. It was held "in association with the Solent Renegades", a friendly club formed in 1999 and based around the Portsmouth area. There was also support from the local Can-Am Car Club who cruised in with approximately 30 cars and the Classic Corvette Club UK, several of whom had driven down from Surrey.

Beaulieu is a great place to hold a car show with all its permanent facilities, the motor museum, Palace House and gardens and monorail and it is situated in a glorious part of the world. The final few miles' drive across the lush green New Forest with all the newborn foals, donkeys and calves roaming around just puts folk in a relaxed, happy mood before they even get there.

I parked up my Corvette next to a raucous 390cu in engined 1961 Ford Starliner, the fastback version of the Galaxie, which I had followed across the forest. Then Craig Smith, his daughter Hannah and Amber the Labrador pulled alongside in their gorgeous steel bodied, flathead V8 engined 1932 Ford rod. What a great start to the day!

Visitors waiting for the show to open at 10am were entertained by the cheery music of the sombrero wearing Mariachi El Mexicano strollers. Later in the day, the live music stage featured The Dotty Duo, singing classics from >>>

June 21, 2015







1970 dragster 'Glacier Grenade'.







Cosmotron.



the Forties and Fifties and rockabilly group, Carmen Ghia and the Hot Rods. I must say that Miss Carmen had a fine pair of lungs on her and really belted out the songs while members of the Bournemouth Lindy Hop Club jived away to the beat. There were plenty of trade stalls, a vintage shopping village which included a ladies' hairdresser and make-up parlour, a vintage tea room which proved very popular, jive lessons and also a display of vintage American bicycles.

I and many others were brought to tears by the nitromethane dope fuel that filled the air when the 1970 dragster 'Glacier Grenade' fired up its 1400bhp Daimler V8 motor. We were informed that this was the first British built rearengined dragster and the first sub five-litre car in the world to run in the seven second bracket for the quarter mile. Built by Russ Carpenter, it held 14 British and European records and won the European Championship three times before retiring in 1990. It was the perfect companion to Sydney Allard's historic 1961 front engined Chrysler Hemi dragster which was also on show.

On such a sunny day, one car that immediately caught my eye was Guy and Lesley Glover's 'burnish brown metallic' 1969 Buick Electra convertible. It also had an interesting history, being formerly owned by a New York fireman who perished in the 9/11 Twin Towers disaster in 2001. His widow kept the car for a further eight years before reaching the decision to part with it. Guy bought and imported the 430cu in engined leviathan in 2011 and it has since been reunited with its original number plates which he fits for shows.

Mike Allen's gleaming red, ground hugging, 1966 Chevy C10 pick-up really looked the business. He told me: "It was built by Street Machinery in Ohio and I bought and imported it two and a half years ago." It has a 4.7-litre Chevy V8, air bag suspension, disc-brakes all round,

air con and power-steering. Another gleaming red beauty was Ian Carnell's 1957 Chevy Bel Air to which he has fitted a 510bhp supercharged Edelbrock crate motor.

When Martin and Kathy Smith from Kent drove in, their purple bubble top 'Cosmotron' attracted crowds like bees to a honeypot. Inspired by the Jetsons cartoon, it was designed and built by Paul Bacon three years ago. Martin said: "I always wanted an Ed Roth type bubble top but couldn't find one. Now I have this." I also took a shine to Mike Dobson's clean lined and rather understated, doorhandle-less 1947 Plymouth Business Coupe with Chevy power. "The first family in Nebraska owned it for 37 years and I'm only the fourth owner." says Mike.

At the prize giving, Beaulieu director Steve Munn handed out the trophies with 'Best American' going to the 1957 Cadillac Series 62 convertible of Terry Jeeves which he says he's taking on holiday to Sweden this month for the Power Big Meet. Dave Day won 'Best Custom' for his super crisp 1952 Chevy pick-up with Corvette C5 engine and C4 running gear and Tony Bevan won a 'Visitors Choice' award for his 1936 Buick Straight 8. In the 'Hot Rod' categories, Mick Wakeford won 'Visitors Choice' for his fresh out the box '32 Ford with Chevy V8, Chris Andrews won 'Best Hot Rod' for his Rover V8 powered Ford T Bucket and 'Best of Show' and £100 prize was awarded to Nick Jewel and his Rover V8 engined Ford Pop which took him seven years to build.

According to Beaulieu's Margaret Rowles, the show attracted 450 exhibiting cars and 6500 visitors. They even had to open up an additional field to accommodate the late comers. Margaret said: "A lovely sunny day has helped to add to a holiday atmosphere. It's been the perfect day for families to celebrate Father's Day with something for everyone to enjoy." I couldn't have said it better myself. \*



Labrador w. flathead V8 engined 1932 Ford rod.







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# Enfield Pageant of Motoring

Enfield, Greater London



Located just off the top of the M25, it makes for an easy show to attend and find, meaning people are prepared to travel from far and wide, something reflected in the vehicles and stands that attend. As if to cement the UK's continued love affair with stateside metal, the largest club stands on all three days were filled with fine, rare and desirable American metal.

Muscle cars, pick-ups, rat rods, prewar... there was genuinely something for everyone in terms of American vehicles. This was even reflected in the organiser's choice of recovery firms for the event, one of the toughest-looking F450s around! With a marquee filled with prime examples of American vehicles, constant live music and even a 'pin-up' photo booth, the American crowd certainly stood head and shoulders above the rest of the other cars on display.

Everyone has a story to tell, from Len Austen's unusual '61 Chrysler Windsor, restored many years ago but now the pink has settled to a more desirable colour, to Martin Dawson, bringing his partially restored '66 Mustang in Acapulco Blue, allowing the uninitiated to see first hand how much work goes into such a restoration. Enfield is worth attending for the autojumble and fun fair alone, but coupling that with the certainty of seeing new and interesting cars makes it a must for anyone's calendar! ★



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delighted as it's grown each time in terms of attracting visitors, trade stands and also things to see and do. They were also lucky in that it was warmer than the first year – which was cold and windy – but cooler than last year, which was almost unbelievably hot.

As an event Speedfest is hard to beat, as there are so many things going on to entertain the whole family. There

As an event Speedfest is hard to beat, as there are so many things going on to entertain the whole family. There was race track action from the NASCAR Whelen series, as well as Formula 500, Bernie's V8s, vintage stock cars, drifting pony cars and even an opportunity to go down into the pits and check out all these amazing machines in the metal at lunch time. As in previous years, there were monster trucks and rides, as well as displays of famous cars from film and TV, including a couple of the stars from Disney's CARS movies: Lightning McQueen and Mater! >>>

















Ranchero with 347 crate V8.



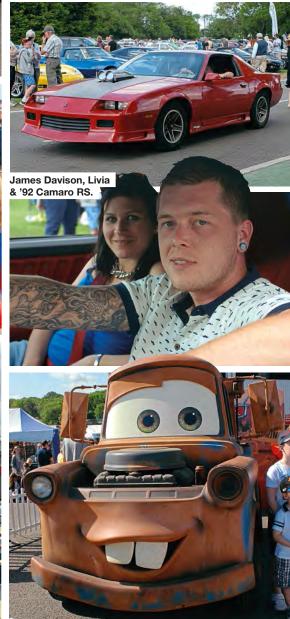




New for this year was the Demon Drome Wall of Death (those guys must be busy, as they seem to be at virtually every show or event we go to!) and a fantastic display of rods and customs put on by the VHRA (Vintage Hot Rod Association) and the NSRA. The hot dog eating competition was back and there was live music, as well as entertainment from the local cheerleading squad.

As in previous years there was a lot of American iron on display and it seems that many American car enthusiasts have adopted this event as their 'must do' event of the summer. One particularly rare and unusual car that caught our eyes was the 1955 Nash Statesman Country Club belonging to Martin Hughes from Catford – you could hardly miss it with its yellow paint, but you'd be hard pressed to find such a rare vehicle at a car show in the US, let alone here in the UK.

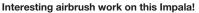
Another real eye catcher was Paul Newton's 1937 Lincoln Zephyr coupe, part of the VHRA display, which apparently started life as a sedan. It was a bit of a rusty wreck when Paul acquired the car, but all his hard work has paid off and resulted in a stunning looking 'Hot Rod Lincoln' (although this one won't drive you to drinkin'!). Another pair of stunners were the 1955 Ford Thunderbird belonging to Tim Bussell, organiser of the Nostalgia Classic Car Show, and the 1958 Corvette belonging to his friend Nick Lambert from Southend-on-Sea.













Mark Knight came along with his family in their 1971 Olds Cutlass, which looked very handsome with its green paintwork and tidy appearance. Long distance award should probably go to New Zealander Rachel Malcolm, who came with partner Billy Spence in his 1966 Chrysler 300. Another very nice-looking authentic car was Owen Baldwin's 1965 Mustang with black paint and a white interior.

As well as an interesting selection of cars, there was also a good cross-section of ages; so it was nice to see (relatively) young owners like Tom Atkinson, from Litchborough in Northants, who pitched up with his 1964 Ford Ranchero in matt black paint and with a 347 crate motor. Hooked up to a stock C4 'box and open diff, this set-up is allegedly good for 413bhp and 434lb-ft of torque which translates into 13.9 seconds up the ¼ mile. Likewise James Davison brought along his 1992 Chevrolet Camaro RS from Horley in Surrey. With so much to see and do and such a sprawling site, we're intrigued to see how they'll make this event even better for 2016! >>











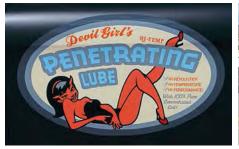


VHRA brought some incredible rods.















Footman James Car of the Year Heat Winner

With so many cars to always going to be a bit of a challenge to pick a of the Year heat; however, one car that caught our eye was the 1966 Ford Mustang fastback of Ken Bargh from Ashford in Middlesex.

And if the car looks familiar, that's probably because you recognise it from when we featured it a few years back. Owner Ken will be a familiar face to those in Mustang circles as he is such a stalwart of the Mustang Owners Club of Great Britain and a familiar sight on the club's stands most

Ken's Mustang is a genuine factory GT and features the desirable A-code four barrel 289 V8 motor. He's owned the car for 16 years and it's driven a lot by Ken, which is great to hear. Make sure you come and check out this perfect pony on the Classic American stand at the Classic Motor Show at the NEC this November! \*













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# Footman James Bristol Classic Shepton Mallett Shepton Mallett, Somerset June 13 & 14

■he parent company of Classic American, Mortons (which also has a shows division), recently took over the running of the Footman James Bristol Classic car show, adding it to an already extensive portfolio of events (although this is the first classic car show). Despite some pretty grim weather forecasts for the weekend and a rainy Friday, the bad weather held off and the sun even made an appearance on Sunday.

Although this is a mainstream classic car show and not specifically an American one, there were plenty of American cars on display, especially on the Sunday. Classic American had a large stand indoors and there were quite a few American vehicles dotted about in the halls, including a beautiful British bodied 1937 Buick and 1961 Plymouth Fury from the Atwell Wilson Motor Museum in Calne, Wiltshire. There were also displays of Brisca heritage stock cars and Model Ts, among others. The hope is that in the future the American element will grow and that it will go on to be one of the major American car events in the West Country on the calendar. >>



Magnificent British-bodied McLaughlin Buick.



Autojumble yielded

gems like this little monkey bike.







Considering it was the first year Mortons has run the event, it all went very smoothly, which was no doubt down to the sterling efforts of event planner Andy Kitchen and the rest of the show management team who did a great job organising the event. Mortons even laid on a hog roast and free bar for traders and exhibitors on the Saturday night to thank them for their support and the general consensus was that the whole event had gone off well under its new ownership.

Sunday saw the largest turnout of vehicles, with just about every classic imaginable, from expensive big ticket Jaguar XK120s, Austin-Healeys and Alvis and Bristols to rough and ready Minis, Volkswagens and everything in between. In terms of American iron, the variety was just as broad; one of the oldest cars present must have been the 1915 Model T (complete with Penny Farthing in the back!) belonging to Mark Simpson from Wells, just down the road.

At the other end of the spectrum was a 1986 Chrysler Le Baron Mark Cross edition belonging to Lee Parfitt, who deserves 'best effort' award for travelling to and from Falmouth, Cornwall with a blown head gasket (it blew on the way to the show and he decided to nurse it there anyway!). Another modern American on site was Graham Haskett's 2010 Holden Commodore MY10 SSV ute, fondly nicknamed 'Sheila'.

This working truck runs an L76 V8 (6.0-litre) and a sixspeed auto 'box and looked stunning in red, if not a little















Lee Parfitt & '86 Le Baron w. blown head gasket!



Chevrolet Sedan Delivery van belonging to Peter Kessler from Warminster, Wiltshire. Apparently the van spent most of its life in Texas, which would lead you to think it would be relatively rot-free; however, it had been a flower delivery van in its former life, which meant lots of water sloshing around in the back, and lots of subsequent corrosion for Peter to sort out when he acquired it. Peter has a collection of late Forties Chevys, so watch out for an upcoming feature in Classic American on these. Mike Port made quite an entrance in his nicely patina'd four-door '55 Chevrolet Bel Air and we hope to feature that car in an upcoming



















There were quite a few American vehicles for sale, including a very nice 1970 Dodge Dart Swinger and an unusual 1961 Corvair Greenbrier van; however, one of the nicest cars up for grabs was a 1965 Ford Mustang fastback belonging to Duncan and Teresa Tough from Devizes.

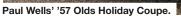
Charterhouse Auctions had a rather tasty selection of cars, including a 1916 Chevrolet tourer and a 1941 Jeep project. And if it was generic parts, tools or vintage items you were after there were more traders than you could shake a stick at, as well as live music from country-blues/ ragtime band Itchy Fingers. If you fancy a weekend in the West Country next summer, make sure you pencil the date



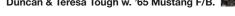












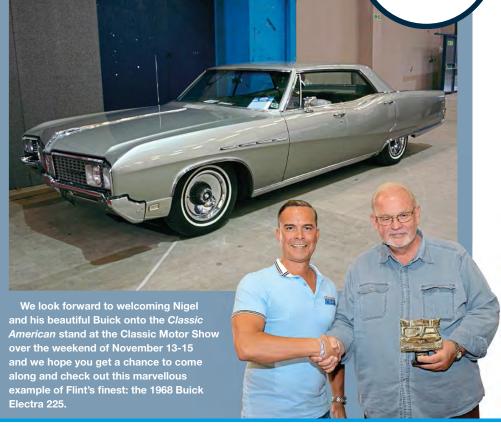


## Footman James Car of the Year Heat Winner

The winner of the latest heat of the Footman James Car of the Year competition is this magnificent 1968 Buick Electra 225. It's the kind of all original, time-warp condition car that every classic American fan dreams of acquiring. Belonging to Nigel Perring, the Buick only has around 13,000 miles on the clock and was bought new from Ramme Buick in the evocatively named Coal City, Illinois. Obviously it has a thing for coal country, as it now resides in Abergavenny, Wales.

Nigel believes much of the car's paint to be original, and the immaculate condition of the brocade interior, carpets and pristine dash suggest it has lead a very pampered life, quite possibly never seeing a winter outdoors. Power comes from a beefy 430 cu in V8 which offers 360bhp and 475lb ft. of torque.

Buicks like this came with a whole host of standard equipment as they were the standard bearer of the division; things like steering and power brakes and of course Super Turbine automatic transmission. However, while the car is optioned with items like the brocade interior, power seats and Speed Alert, it has wind-up windows and no air conditioning, so is a little unusual from that point of view.



# **CLASSIC MUSTANG PARTS - see our W/site for more items!**

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# REAR WINDOW

### THE NEW CARS FOR 1955 - A REVIEW

The cars in the lower-middle price bracket are always seen as the step-up for people looking to go one better than the mass-market appeal of Chevrolet, Ford and the rest – we've taken a good look at their new models for 1955 already, so let's move up a grade. Just like the low-price options, we have three new offerings from the big three automakers, and only the remaining independent is sticking with an older design.



#### Nash

The formation of the American Motors Corporation last year following the merger of Nash and Hudson, progressive as it might be, has hardly raised them to the same level as GMC, Fomoco or Chrysler. After all that corporate seat-shuffling there's hardly been time to develop a new car for 1955, so this year's Nash is not so different from last year's model. The Pininfarina body dates from 1952 - but it looks quite a bit different now, at least from the front! The headlights have moved into the ends of the grille, the fenders ending in bulbous but streamlined curves for a sleek new style, as ever seeking to stand out from the competition, and a new wide wraparound windshield follows the industry trend.

A serious attempt has been made to update the look too with brighter colour choices, the two-tones separated by sweeping new moulding lines on the hardtop models. The old side-valve sixes are unchanged, but there's a V8 option now in a 320 cubic inch, 208 horsepower unit; bought-in from Packard along with the Ultramatic auto trans, so it should be a strong and smooth powerplant. As before, the choice is between the

Statesman and pricier Ambassador in sedan or Country Club

hardtop forms; only Ambassador offers the V8. Nash pricing is a little above the competition - the cheapest Statesman starts at \$2215, is on a par with a V8 Mercury Custom and two hundred dollars more than a six-cylinder Dodge Coronet. The Ambassador V8 hardtop creeps over the \$3000 mark.

The little Rambler goes on, ever popular, with a new grille for '55 on a wider-than-ever choice of models, but it really fits down there with the low-price cars. Rambler has been the saviour of Nash since its appearance back in 1950, bolstering sales by slipping into the demand for a simple, basic reliable runabout or load-carrier, perhaps competing more with imports like the VW Beetle than with other US domestic models. You can buy one from your Hudson dealer too this year as part of the new corporate line-up, with a Hudson emblem on its grille.



#### Dodge

So what of the big three? Like their corporate low-price lines, Dodge, Mercury and Pontiac are all promoting spectacularly-new cars for '55 and joining in the rush to V8 power: The 1955 Dodge shows the hand of Virgil Exner in its long, sleek lines and dramatic detailing, so different from the dumpy shape of the '54 car. There is a striking split grille up front, taillights set into cut-outs in the fender ends and the option of triple-colour schemes on some models make Dodge the stand-out choice if pure style is your criterion. Colour choices dictate different styles of body mouldings on the same car, which will cause confusion among some observers!

All Dodges stand on the same new chassis with a wheelbase of 120 inches and the overall length has grown even more with the new body. The base side-valve 6 has a little more power for '55, up to 123 BHP, but the little polyspherical-head V8 has grown to 270 cubic inches for the new car and output is up to 175 horsepower in most models. You can have the Powerflite two-speed auto trans across the board at extra cost. The new top-price Custom Royal comes with 183 BHP and the option of a 4V carb and 193 BHP. Cheaper choices are the Royal and Coronet in sedan and hardtop form. Custom Royal offers a convertible and there are the Coronet Suburban and Royal Sierra station wagons.





Like Mercury, Pontiac has chosen to go with a line-up that offers only V8 engines – last year's outdated side-valve sixes and eights are all gone and for 1955 every Indian is fitted with the same powerplant. This is a completely new 180 horsepower, 287.2 cubic inch unit which, unlike the commonality of Ford and Mercury, shares nothing with any other General Motors marque. Transmission choices as before are the standard column-shift three-speed manual or Pontiac's version of the Hydramatic auto trans.

As before Pontiac shares its body platform with Chevrolet – so like Chevrolet the shape and style is allnew for '55, but where the Chevy is stylishly simple in its looks, the '55 Pontiac sports an eye-catching front end with a heavy body-coloured central bar dividing the split bumper across an otherwise-open air intake. Prominent headlights with little dummy air-scoops over them give the car a rather surprised look from in front, which is oddly appealing. The traditional silver streaks are still there, divided into two lines now

rising along the hood but then reappearing on the rear fenders above low-set round taillights.

Roof shapes with their wraparound windshields are common with Chevrolet; Pontiac's model choices are unchanged from '54 but even the 860 Chieftain now shares its V8 power with the more expensive cars.

The 860 line has sedans and station wagons; the 870 Chieftain adds a Catalina hardtop coupe and the Safari wagon is a striking adaptation of Chevy's Nomad with its dramatic two-door hardtop styling and long curving side windows that wrap around to meet the upper tailgate.

The top choice is the Star Chief, in sedan, Custom sedan, Catalina hardtop or convertible styles. Even with V8 power the cheapest 860 comes for just \$2105, making it look like a more economic choice than a Mercury Custom at \$2218, but just eleven dollars less than a V8 Dodge Coronet.





#### Mercury

Mercury too is all-new for 1955, but the style carries on familiar trends from the '54 car in the wide, heavy front bumper and grille, hinted rear fender shapes and vertical rear lights. But overall the lines are longer and straighter in the modern style and the headlights sit under aggressive hoods, giving the front a dramatic new look. The wheelbase is up one inch to 119, except for the wagons that use the Ford 118-inch chassis, while the styling effectively disguises the fact that Mercury shares its platform with Ford.

The Y-block overhead-valve V8 introduced for '54 follows the industry trend for '55 to ever-bigger cubic capacity and power. Mercury now uses the same 292 cubic inch unit as is found in Ford's Thunderbird and there is no six-cylinder option so perhaps they are missing out on the lower end of the price range compared to Dodge, the cheapest Custom coming in at \$200 above the lowest priced Coronet. In true Fomoco fashion you can add an overdrive unit to the base 3-speed trans, or opt for the Merc-O-Matic two-speed automatic.

Mercury's lines are Custom and Monterey, familiar from last year, but there is a new top option in the Montclair. All models offer sedan and hardtop bodies, while there are wagons in Custom and Monterey, the latter with Fomoco's trademark external woodgrain decoration. Montclair also includes a convertible and the glass-roofed Sun Valley hardtop coupe, but that comes without the tiara-like 'flying bridge' chrome roof hoop of Ford's Crown Victoria.



Another hard choice for all of you looking to buy a medium-price car this year! Do you go for the style of the Dodge or the bigger engines of Mercury or Pontiac? Or look to the Nash reputation for stolid reliability? Take your check-book around the dealerships and make your choice!

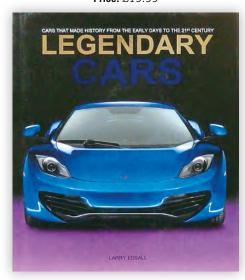


# Classic American Reviews

#### **Legendary Cars**

 Cars That Made History from the Early Days to the 21st Century

> Author: Larry Edsall Published by: White Star Publishers ISBN: 978-88-544-0707-7 Price: £19.99



When it comes to coffee table books, this one's a doozy! Large format, heavyweight, high production values, stunning photography. In fact it's almost large enough to be a coffee table! The downside for those more focused on specific cars is that, in common with most tomes of this type, it's quite general in its content. However, among a wide variety of notable classic cars there are quite a few American vehicles to gaze at enviously. Although the book is produced in Italy, the author is an American and appears to know his stuff. He's divided the book into vaque eras, concentrating on specific cars that have caught the imagination over the years, for many and varied reasons.

While I'm sure all these beauties will be appreciated to some extent or another, the ones that will be of particular interest to Classic American readers are the Ford Model T, Chrysler Airflow, Cord 810, Lincoln Continental, 1949 'Shoe box' Ford, first generation Chevrolet Corvette, Ford Thunderbird, Cadillac Eldorado Biarritz, Shelby AC Cobra, Corvette Stingray, Ford Mustang, Pontiac GTO, Dodge Viper RT/10, C5 Corvette and 2007 Camaro. Quite an impressive list! The accompanying text is concise and knowledgeable and the photographs are fabulous. You might not buy this book for yourself, but it will make a great gift to receive and enjoy.

#### **David Vizard's Chevy Big-Blocks**

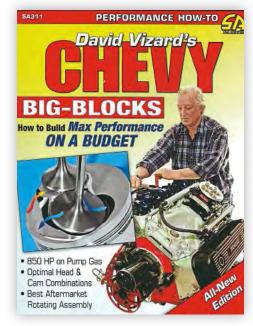
How to Build Max Performance on a Budget

Author: David Vizard Published by: Car Tech ISBN: 978-1-61325-162-1 Price: £22

In the world of high performance, bigger often means better and there are few engines bigger or better than Chevrolet's renowned big-block V8, or 'Rat' motor, to give it its common nickname. It's been an enduring power-plant with a history dating back 50 years. Millions have been built and installed in just about everything, from humble grocery-getter station wagons to factory muscle cars, from high performance racing machines to trucks. Along with its small block brethren, it could be considered one of the most popular engines of all time.

However, if you want to go fast and be reliable, as with all engines, you have to build it properly. This is where David Vizard's book should prove invaluable, especially if you don't have a bottomless wallet. Technophobes need not apply for this one, but if you are serious about squeezing horsepower from your Chevy Rat motor, whether it be for a fast street car or a competitive racer, this might help you avoid a lot of potentially expensive experimentation.

Vizard covers everything carefully and in great detail, aided by superb photos, as you would expect from a Car Tech book. There are separate chapters on displacement, pistons, connecting rods and crankshafts, a close look at the lubrication systems and cylinder heads.



He progresses to intake manifolds, single-carb induction, tunnel ram intake manifolds and EFI. Chapters on camshafts and valve trains, ignition and exhaust systems round off the detailed analysis of what's available.

The final chapter provides a technical guide to what is achievable with nine typical big-block rebuilds, from a powerful street engine, to an over-bored monster that will win you races on the track. Not being an engine builder myself I confess that a lot of this goes way over my head, but much of what's said is surprisingly easy to understand, with a little concentration. This is aimed squarely at the V8 engine mechanic and I suspect that it will surely hit the target.

#### BARGAIN CORNER ★ BARGAIN CORNER ★ BARGAIN CORNE

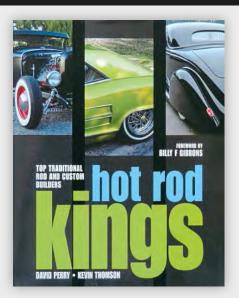
#### **Hot Rod Kings**

- Top Traditional Rod and Custom Builders

Authors: David Perry and Kevin Thomson Published by: Motorbooks ISBN: 978-978-0-7603-2738-8 Price: From £5.02 -Used, Good. Amazon UK.

With a foreword from rock guru, the Rev. Billy Gibbons himself, Hot Rod Kings, first published back in 2007, takes you on a detailed visit to 11 of the most respected and innovative customizers and professional hot rod builders in the USA. These guys are the real deal. In their workshops some of the most iconic and desirable traditional rods and customs have been built, with blood, sweat, tears and not a few dollars.

Forget the brilliantly lit, mega garages and contrived drama of the TV reality car shows. The craftsmen photographed by noted supersnapper Perry and as described by musician and regular magazine contributor Thomson, have that rare skill of seeing in their mind's eye what is 'right' in a customised vehicle.



How it should sit, what should be added and, more importantly, discarded, to create a unique, yet archetypal traditional hot rod. The pictures are arty and of high quality, the text entertaining and informative. It was good value at £25. At around a fiver, it's a steal!

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We are a small family business trading in American Vehicles since 1958. We have our own fully equipped service bay and all our vehicles come fully inspected and serviced. Upon the purchase of your American vehicle we offer an extensive spare parts and servicing facility. We have a wide selection of American cars for breaking.



2015 FORD MUSTANG 5.30 GT

Automatic, as new condition



3.7 litre, as new

£31,995



2010 FORD MUSTANG GT

4.6 litre manual, 26,000 miles



2012 CHEVROLET CAMARO

Black 3.6 litre V6, 6 speed manual, 10,000 miles

£19,995



3.6 litre, 6 speed manual, 10,000 miles, black with black interior, 20" wheels £19,995



2004 CHEVROLET CORVETTE

5.7 litre auto, 15,000 miles with full service history

£16,995

£26,500



**CORVETTE C5** 

5.7 litre auto, 26,000 miles



1971 LINCOLN CONTINENTAL MK3 460 CL

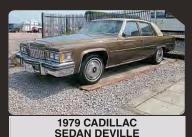
Auto, 56,000 miles

£12.995



2001 FORD MUSTANG

4.6 litre Bullitt supercharged, manual, 76,000 miles with full service history, £9,995



425 CL auto, 21,000 miles from new

£9,995



2004 FORD F150

5.4 litre quad cab, auto, 2wd, 88,000 miles, pewter with black leather

£9,995

£19,995

£12.995



**GRAND MARQUE** 

4.6 litre auto. 20.000 miles

£6,995



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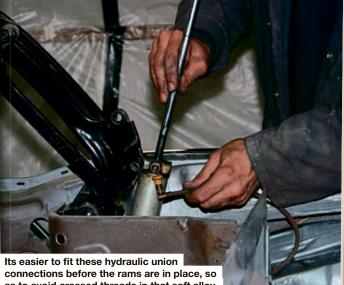




# INTERIOR TRIM, CONVERTIBLE TOP, **CARPETS**

PROJECT PONY





## Things are really coming together now, with the 'soft furnishings' taking shape on the Project Mustang...

he convertible top is fitted first. It's better to do this before seats and carpets are installed as you'll need to stand inside. Once the frame assembly is made ready, which on this car was in nice original condition, so we decided to just clean up the factory finish, as opposed to completely repainting it.

We made up a couple of new pivot pins in stainless steel to replace the old corroded chrome ones and made sure all the various pivots move freely. The complete frame assembly is carried over to the car in the folded down position and lowered into the rear side wells, where the three bolts on each side secure it. It's a heavy unwieldy thing, so care is needed to prevent paint damage.

Next is the hydraulic convertible top operating system, which was a factory option on this car. After cleaning inside the pump reservoir, it's filled

with auto transmission fluid and connected to a battery to check it operates for raising and lowering. These pumps must be fairly robust, as I have never had any problems with them and true to form this one works perfectly too.

By filling the pump reservoir several times I'm able to prime the plastic lines and rams which helps remove as much air from the system as possible. The pump is bolted in its position behind the rear seat, not forgetting the earth connection. The lifting rams can be fitted next: we loosely enter the hydraulic unions to them, before they are bolted in place which helps to avoid any crossed threads, something easily done with the soft alloy of those rams. At this point the hood frame can be aligned to make sure it will be square with the front windscreen top and checked against the side windows

which also need adjusting, bearing in mind there are rubber seals which are fitted later.

It would have been fascinating to see how the factory workers were able to get the many permutations of available adjustments in this area done in what must have been a matter of minutes or even seconds, as so much of the assembly line work appears to have been done by hand as there were not too many factory robots around in '64!

Prior to fitting, the top fabric has been laid out as flat as possible for a couple of weeks to get all the creases out (obviously this is what your spare bedroom is for!) the same goes for the seat cover material and the carpets. The procedure for fitting the top is to first fit the side pads which determine the bow positions. We made a plywood template, as well using >>





measurements for this; remembering that the front header bow needs to be spaced up about 15-20mm to take account of its rubber seals allowing too little here will cause the top to have insufficient tension.

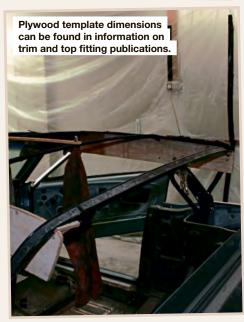
Then the rear window is fitted to the main rear tacking strip; here I used the marked line provided. Then it's offered up to the car, taking care not to have the zipper too close to the rear bow but also not visible through the main top opening. Next to be tackled is the main top, which is supposedly marked from the old top, something that's often easier said than done, especially if, as in this case, it's already reached an advanced state of decay.

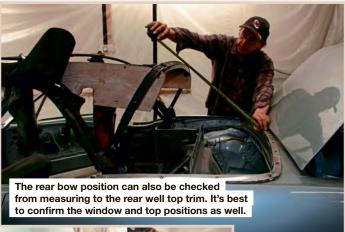
There are however, tacking strip guide lines around the rear and sides on the new top to help; so we use these as the starting point. It goes without saying things like this involve trial and error. It appears this car has had one top

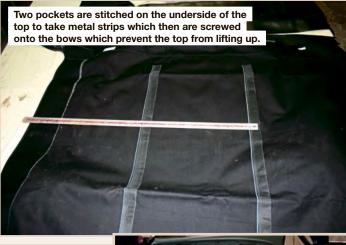
replacement in its life so those tacking strips should still be okay; however, it is possible to purchase new insert material for those strips if they are too far gone.

The final tension of the top is mostly achieved by pulling the top forward and marking a line along the front header bow then lifting the top slightly so that front bow is nearly vertical and pulling the material an extra 5-8mm further forward and fixing it in place. The rear tacking strip bolts should be about 5to 8mm loose, then finally tightening them completes the tension around the rear window and quarters. If a car has a top already installed that needs more tension, the front header could well be the easiest place to do that.

The carpets are next and it's much easier to get these in place if they have been out of the packaging and laid out flat for a few weeks, as mentioned previously. The rear section goes in















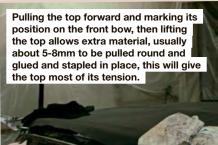




first on top of some sound deadening bought from a local car trimmer, followed by the front section. It helps to weigh it down prior to marking the various holes for things such as the seats, headlamp dip switch and seat belts.

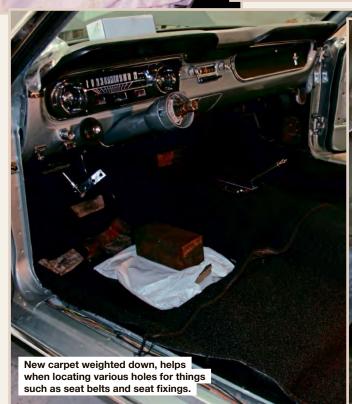
The centre console is reassembled and fitted at this stage, as it's much easier without the seats (although it provides half an hour of amusement trying to find the screw holes through the carpet!) and don't forget its wiring loom, which feeds power to the shifter plate and the rear interior light.

The car is taking shape now, which is really motivating. The seats - which have been stored - are brought into the workshop and we have bought a set of standard black covers, the 'pony interior' was not available until later in '64. Like the top and the carpet, these covers have spent some time out of the packaging to 'rest' which does help with fitting. >>













# **Project Pony**

Removing the old covers requires cutting or bending the 'hog' rings which are used extensively to hold the material to the frame and springs. These things lurk on the underside to hold a horseshoe wire which pulls that shape into the seat down through the foam. It's important to refit this as evenly as possible, so be prepared to spend a bit of time on it. That horseshoe ring needs to be fed round a sleeve on the underside of the seat cover, its spring steel, so can be a bit fiddly - don't tear the sleeve.

Once the horseshoe ring is fitted the rest is easier, rolling the material over each corner and when all four are done; the material is given its tension and held in place with those hog rings, I found it easier to warm the material slightly as it's pulled into place. The rear bench seats don't use the horseshoe wire, so these are simply a matter of locating the top bead on the rear backrest evenly along its length and tensioning the rest of the cover, similarly the base has a bead around its front edge which needs care to keep it in place as it's tensioned over its frame. ★





















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1 Day Gate: £25 (Car clubs/Advance discount £19)
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#### Enquiries

mopareuronationals@gmail.com (Automotive traders welcome)

Racing – Tim 01142 485 655 General – Tony 01730 268 375

NO open wheel dragsters & NO FWD hot hatches. NO animals will be admitted to Raceway. NO glass bottles.

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#### JULY 9-12.

DRAGSTALGIA - A weekend dedicated to race cars, bikes and hot rods from a bygone era with Jet Car, race classes, live evening entertain-ment, swap meet, Show & Shine (In association with the NSRA) and more. www.dragstalgia.co.uk

#### JULY 9-12.

The Heartbeat of the USA in theUK AMERICANA INTERNATIONAL Europe's No 1 American Lifestyle Event staged at Wymeswold Airfield, Prestwold LE12 5SH. www.americana-international.co.uk For more details tel. 0844 870 0000. Buy online at: www.theticketsellers.co.uk

#### JULY 11-12.

12th Cruisin Rodeo in Buccinasco - Milan (Italy). The most important US Car Event in Italy with more then 500 US Cars and 7000 visitors). Pictures in the archive on website info@cruisinrodeo.it www.cruisinrodeo.it FaceBook Cruisin Rodeo

#### JULY 12.

THE LAKELAND HISTORIC VEHICLE SHOW at Hutton-in-the-Forest, near Penrith, between 10am-4pm. Admission is £6.50 for Adults and £3 for Children, 6 miles NW of Penrith and two and a half miles north west of M6 Junction 41 on the B5305 towards Wigton. For more information or if you would like to exhibit your classic vehicle: contact Mark Woodward on 016974 51882 or visit www. markwoodwardclassicevents.com

#### **JULY 12.**

RETRO & CLASSIC SHOW

The Mansion House, Biggleswade, SG18 9DX A show that is open to ALL including, Retro, Classic, American, Hot Rods, Bikes n Trikes. Trade stands, Club displays, live music, it's a great family day out. Website: www.activeshows.co.uk Tel: 0845 4596400

#### JULY 17-19.

AMERICAN AUTO CLUB UK WOOD GREEN Wood Green Animal Shelter- PE29 2NH www.american-auto-club.co.uk

#### **JULY 18.**

CRONDALL R 'N' R CLUB

Venue: Crondall Village Hall, Croft Lane, Crondall, Nr Farnham, Surrey GU1 1RQ 7pm - midnight. Door prices: £8/supervised under 16s free. Tel. 07903 145018. Band: The Hornets. www. crondallrocknrollclub.co.uk

#### **JULY 19.**

DAMN YANKEE SLIMMER SLAM CAR SHOW Northweald Airfield, Essex CM16 6AR Tel. 07740 827288 Damn.yankees@btinternet.com

#### **JULY 19.**

THE DAMN YANKEES SLIMMER SLAM ANNUAL CAR SHOW reaches it's 29th year on 19th July 2015 @ North Weald Airfield, Essex CM16 6AA, jct 7 on M11. Open to all Yanks, Customs, Rods, Classics and Harleys. Regular live band, trade stalls, bar, catering stalls, craft stalls, arena, children's rides, commentary by John Price, and all usual attractions. Gates open at 9am last entry 2.30pm. For any questions ring Gary on 07740 827288 or email. damn.yankees@btinternet.com or see website - www.damnyankees.uk.com

CLASSICS AT THE CASTLE

Sherborne Castle, 10am-4pm www. classicsatthecastle.co.uk Email: info: classicsatthecastle.co.uk Tel. 01460 77256

25th WALSALL CLASSIC CAR & TRANSPORT SHOW Walsall Arboretum Extension, Walsall WS1 20B

#### JULY 19.

KENT'S KIT, CUSTOM & AMERICAN CAR SHOW. 10am-4pm. Aylesford Priory, Kent ME20 7BX Jct 6 off M20 www.kentskitcustomandamericancarshow. co.uk Exhibitors contact 01732 840787

#### CLASSIC AND AMERICAN CAR SHOW, Bodelwyddan Castle A55 North Wales LL18 5YA Pre-entry £4 per vehicle. 01204 59466.

#### JULY 24-26.

22nd MOPAR EURO NATIONALS

RWYB event for American Muscle Cars only featuring Drag Racing, Show & Shine, Burnout Competition, Cruise, Live Music, Traders and Camping. The biggest muscle car door slammer event in Europe. All American classics, trucks, modified & muscle cars plus American car clubs are welcome. For more details visit: www. moparnats.co.uk

#### JIII Y 24-26

BRIDLINGTON AMERICAN ROD AND CUSTOM CAR SHOW & GALA. SHOW DAY & GALA SUNDAY ONLY. Hosted by Yorkshire American Car Club IYANCS1 Est 1982, Held at Sewerby Cricket Club, Sewerby, Bridlington, E Yorks, YO15 1EW. Camping from Friday noon, Lazy day Saturday go down town or on the beach or out for a boat ride at tea time we have a cruise through the town last year we had around 85 vehicles take part. Sunday gate opens at 0900 hrs till 1700hrs. For any more info give us a bell on 01709 542555 m 07787915081. Email: vancs1@ yahoo.co.uk or f/b Yancs Yorkshire

#### JULY 25-26.

RALLY OF THE GIANTS

Blenheim Palace, Woodstock, Oxon. The RoG sees the biggest get together of many older American cars, including pre-war and vintage vehicles. This year the Pre-50 American Auto Club will be pulling out all the stops with their two day event to celebrate 50 years. See: www.pre50aac.com

19th BEAUMANOR HALL CLASSIC CAR & TRANSPORT SHOW

Beaumanor Hall, Woodhouse, Leics LE12 8TX

CLASSIC AND AMERICAN CAR SHOW Capesthorne Hall, Macclesfield, Cheshire SK11 9JY. A34. Pre-entry, £4 per vehicle. Tel. 01204 594266.

#### AUGUST 2.

DORSET SHAFTESBURY CARNIVAL 3RD ANNUAL CLASSIC CAR AND BIKE SHOW Barton Hill, Shaftesbury SP7 8QA. £5 per car £3 per bike. 10 am to 3pm Contact Gill on 07922446725.

Email: g.wallis521@btinternet.com

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Live music, home cooked food, overnight camping or caravanning. Fort San Antone, Gt Birchwood Country Park, Lytham Road, Warton Preston (A584) PR4 1TE Blackpool and coastal resorts just up the road. Tel. Phil 01204 594266.

#### AUGUST 2.

SHAFTESBURY CARNIVAL 3rd ANNUAL CLASSIC CAR & RIKE SHOW

10am-3pm. Barton Hill Recreation Ground, Shaftesbury SP7 8QA. Entry: £5 per vehicle; £3 per bike. Open to all types of classic vehicles. Trophies for: Best American, Best European, Best Japanese, Best Young Driver's Car, Best Bike, People's Choice. All proceeds to our chosen local charities. Anyone wanting mor einformation or to book in advance please tel. 07922 446725. Email: g.wallis521@ btinternet com

#### AUGUST 7-9.

NSRA HOTROD SUPER NATIONALS Old Warden Park SG18 9EA www.nsra.org.uk

DONCASTER ROADRUNNER SHOW 10TH ANNIVERSARY Customs, classics, bikes, trucks, all welcome camping from Friday Back to the Future 80s Theme Sat night..bar/ showers..cruise Sunday trophies, show and shine, raders. Food available. More info www. doncasterroadrunner. co.uk or tel. 07833 114635; 07842 610218

#### AUGUST 9.

AACNW UPPERMILL CAR SHOW. King George V Park. £2 entry per car, proceeds to a local charity. For details please contact Val on 0161 865 7684.

#### AUGUST 9.

SHUGBOROUGH HALL CLASSIC CAR & TRANSPORT SHOW Shugborough Hall, Milford, Staffs ST17 OXB

#### AUGUST 14-16.

AMERICAN AUTO CLUB INTERNATIONAL LATE SUMMER OPEN NATIONALS

Billing Aquadrome, Northants www.aac-int.com

#### AUGUST 15.

AMERICAN AUTO CLUB presents LAZY SUNDAY at The Wilbraham Arms, Sandbach Road North, Alsager, Stoke-on-Trent. Trophies, stalls, play area for children, half price food, country and rock 'n' roll singer. All cars, vans, bikes welcome. Tel. Lou 07901 923868.

#### AUGUST 16.

CROMER CARNIVAL AMERICAN & CUSTOM CAR SHOW at The Carnival Field, Runton Road, 10am onwards. Free entry. Tel. 01263 570223 for details.

#### **AUGUST 22/23.**

AMERICAN STARS ON WHEELS - ANTWERP EXPO

US cars, bikes, American lifestyle, Kustom culture, cars and parts and automobilia swapmeet, rockabilly. Extras in 2015: Chevrolet Corvette & Harley Davidson. Find us on facebook: book a trade stand/participation with show car indoors/book a club stand. Email: amexpeter@telenet.be

EIGHTH AMERICAN CLASSIC CAR/BIKE SHOW on Plymouth Hoe. Show starts 10am until 5pm with live music, trade stands and trophies to be won. Info/pre-book on website www.route.38carclub. co.uk or phone 07768 267104 for details.

#### AUGUST 23.

THORNFALCON CLASSICS ANNUAL CAR MEETING at The Parklands (next to The Mount Somerset Hotel), Henlade, nr Taunton, TA3 5NB More than 1000 classic vehicles attended. Free entry. More info 01823 444500 www.thornfalconclassics.com

#### AUGUST 29/31.

SPEED & SPARES OPEN SPORT NATIONALS DRAG

The tough and ultra competitive world of UK National Sportsman Championship drag racing makes a welcome return featuring a colourful mix of wild looking and powerful machines competing in a mouth watering selection of classes over two days of intense qualifying before the completion of race day eliminations on Bank Holiday Monday. Shakespeare County Raceway Stratford 01789 720180 www.shakespearecountyraceway.co.uk



Shows hilighted in white are car of the year events

#### **AUGUST 28-31.**

NACS STREET ROD NATIONALS Trinity Park, Inswich IP3 8UH www.rodandcustom.co.uk AUGUST 30.

#### CANAMANIA

Julians Rd, Wimborne, Dorset 9am-4pm.American, Hot Rod and American Custom Car Show, fun day for all the family, Lots to see and do, band and traders. For more details email: denise@ redrocketltd.co.uk

CLASSIC AND AMERICAN CAR SHOW Capesthorne Hall, Macclesfield, Cheshire SK11 9JY. A34. Preentry B4 per vehicle. Tel. 01204 594266.

#### AUGUST 31.

THE RETURN OF BUSTER LANG!

Bank Holiday. Classic American and British Car Show at Morden Park, Epsom Road, Surrey www. busterlang.com. Please refer to the website for contact and updates. Follow us on facebook. Rock 'n' Roll bands, good food and family fun. A great day out!

#### AUGUST 31.

BUSTER LANG SHOW Morden Park, Morden, Surrey SM4 5PJ Buster Lang is back - a whole lot of lasses with classy chassis, celebrating the Mustang 50th Anniversary... www.busterlang.co.uk info@busterlang.com

#### sales@busterlang.com AUGUST 31.

CARS & STRIPES

Rockingham Race Circuit, Northamptonshire NN17 5AF 01536 500 500

www.rockingham.co.uk/

#### SEPTEMBER 6. CLASSIC AMERICAN CAR DAY

There will be a special display celebrating the 60th Anniversary of the 1955 Chevy. Normal museum dmission applies. At Brooklands Museum, Surrey, KT13 OQN. Contact: events@brooklandsmuseum.com Tel 01932 857381 SEPTEMBER 6.

CLASSIC AMERICAN AUTO CLUB GB Brooklands Museum, Surrey. For more info please call 01932 829793

#### SEPTEMBER 6.

16th DUDLEY CLASSIC CAR & TRANSORT SHOW Himley Hall, Dudley, West Midlands DY3 4DF.

#### SEPTEMBER 6.

CHOLMONDSLEY CASTLE CLASSIC AND AMERICAN CAR SHOW,

Malpas, Cheshire SH14 8AH. A49. Pre-entry £4 per vehicle.

#### SEPTEMBER 11-13.

NSRA HOT ROD DRAGS

Every year the show quality content of Street Rods, American Muscle Machines and out-and-out race car nostalgia is second to done in this special NSRA co-ordinated event held over three action packed days of 'Street Legal Drag Racing' for pre '73 high dollar hot rods and big block custom cars that were special before the land went decimal! Shakespeare County Raceway Stratford 01789 720180 www.shakespearecountyraceway.co.uk

#### SEPTEMBER 13.

KENT'S CLASSIC CAR SHOW WITH AUTOJUMBLE 10am-4pm. Aylesford priory, Kent, ME20 7BX Jct 6, off M20 www.KentsClassicCarShow.co.uk. Exhibitors contact: 01732 840787.

#### SEPTEMBER 13.

HOGHTON TOWER CLASSIC AND AMERICAN CAR SHOW, Preston PR5 OSH, A675. Pre-entry £4 per vehicle. Tel. 01204 594266.



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#### SEPTEMBER 18-20.

AMERICAN AUTO CLUB UK AUTUMN NATIONALS Drayton Manor Theme Park, nr Tamworth www.american-auto-club.co.uk

#### SEPTEMBER 19-20.

CLASSIC CAR SHOW ON THE ISLE OF WIGHT The organisers would like to get more American Classics to attend their show. On the 19th it's on Newport Quay and on the 20th on Ryde Seafront. The event is held solely to raise money for charities (the Air Ambulance and the Mountbatten Hospice in the isle of Wight). For more information please contact: Victor Gallucci 0208 4397871; 07986

#### SEPTEMBER 25-27.

FORT PAULL, AMERICAN ROD & CUSTOM SHOW, To be held at Fort Paull, Paull, nr Hull, E Yorks HU12 8FP. SHOW DAY SUNDAY ONLY, hosted by Yorkshire American Car Club [YANCS] Est 1982 Camping from Friday noon, lazy day Saturday with late late bar and disco at night [optional fancy dress] food available weekend. Sorry no dogs are allowed in the fort, only on the camp site. To see more about the place go to www.fort paull.For any more info give us a bell on 01709 542555; 07787915081. Email: vancs1@ vahoo.co.uk or f/b Yancs Yorkshire

#### THE P-15 PICNIC

SYWELL AERODROME, NEAR NORTHAMPTON The UK's first ever meet for 1946-1948 Plymouth, Dodge, Desoto and Chrysler cars. Preserved and restored cars, customs, rods and works-inprogress will all be very welcome and admission is free. For more details please call 07802 355025 or 0845 257 1939 or email: Robin@RockTheJoint.

#### 13-16 NOVEMBER.

RHYTHM RIOT!

Pontins Holiday Centre, Camber, Sussex Three action-packed days and nights of 1950s music, dancing and vintage lifestyle, with a huge international line-up of bands and DJs playing to an audience of thousands in 3 music venues Features include a fantastic classic car cruise, spectacular vintage clothing mall, burlesque shows, vintage style hair and beauty parlor, rockin' barber, pinstriper, indoor boot sale, Rhythm Riot TV, late bars, music and dancing 'til the early hours... and lots more. Full details and online booking at www.RhythmRiot.com or call 020 8566 5226 for information, bookings and flyers.

#### Cruises

ANGUS - East Coast Cruisers (Scotland)American & Custom Car Club. Cars 'n' coffee meeting every Thursday around 19.00. For details of location in current week please call or email Blair on 07810 123145; email: softtopmustang@gmail.com AYRSHIRE - Meet at The Odeon, Victoria,

Kilmarnock, noon on fourth Sunday of the month, cruise at 1pm.

**BATH** – Second Tuesday of the month, at the Forum and Firkin, opposite Theatre Royal, Barton Street, Bath, Somerset. 7.30 for 8.30 line-up outside. Call 07074 400500 for info.

**BATH** - Meet & Greet, first Saturday of the month, 1-4pm, Bath Classic & American car company. BS39 5AA. For more info call Neil 07850 529940.

**BEDFORD** – Ouse Valley CC meets at Interchange Retail Park, Kempston, 7.30pm, last Sunday of the month, April to October. Cruise into Bedford 8pm. Call Mark, 07903 049489 or Dave, 01234 357740

**BEDFORD** – Meet The Priory Marina, Barkers Lane, 7.30pm on the third Thursday of the month April-October. Tel 07957 811696.

BERKSHIRE - Third Saturday of the month. Berkshire Area Mustang Owners' Club meet (but all American cars and enthusiasts welcome). Venue varies, but always around the Newbury area. 11.30am meet for a midday lunch. Please visit the Shows & Cruises section of www.mocgb.net/ forums for details.

BIRMINGHAM - First Thursday of the month, AACI area meet at The Kingsley, Kingsbury Rd, Minworth, near Jct 9 of M42 from 7.30pm. Tel: Dave 07941 298365

BIRMINGHAM NORTH. - AACUK meet second Weds of the month 7.30pm at The Towers, A34 Walsall Rd just off M6 Jct 7. For details call Ken

**BIRMINGHAM SOUTH** - AACUK meets last Wednesday of the month, 7.30pm, at The Wharf Hotel, Hockley Heath, A3400 just off M42 Everyone welcome. Call Alan on 0845 644 0358. BRADFORD - AACI Meet 'n' Eat, The 6 Acres, 119 Westgate Hill Street, Bradford, BD4 ORZ. Last Wednesday of the month, 7,30pm onwards, BRIGHTON - Jukebox Show and 1950s, 60s and 70s Retro Fair at Brighton Racecourse. All enquiries contact 0208 393 2444 or email: jukeboxshow@

BRISTOL - AACUK meet on the first Sunday of each month at the Golden Heart Pub, Winterbourne, Bristol, BS36 1AU. Call Steve on 07792 185083

**BUCKINGHAMSHIRE** – American cars, rods, and bikes etc. Meet at The Harte and Magpie, Amersham Road, Coleshill, near Amersham, Bucks HP7 OLU. Meet from 7.30pm to 11pm onwards on every second Tuesday of the month. Call Richard for more info on 07879 255249 or email: richard72@hotmail.co.uk

**BUCKINGHAMSHIRE** – Milton Keynes/North Bucks – Join our friendly gathering of enthusiasts on the second Wednesday every month at the Prince George, Portishead Drive, Tattenhoe, Milton Keynes MK4 3FA from 7pm on. All American/ Canadian/Australian car fans are welcome whether owners or not! For more info call Steve on 07792 497116 or Chris on 07775 898456.

**CANNOCK AND WOLVERHAMPTON** – AACUK meets on the third Tuesday of each month at The Moreton Arms, 2 Springfield Lane, WV10 6PX. Jct 2 of the M54 onto A449 Wolverhampton then left at second lights. Contact John Latham on 0845 644 0346

CHESHIRE - American Auto Mags Cruise April to October inclusive, 1st and 3rd wednesdays each month from 6:30 ish. November to March inclusive, from late morning on the third Sunday each month at The Hollow Tree Pub, on the A49 just off the M56 Junction 10. (Postcode WA4 4LX.) For information: www.americanautomags.com or call 01606 888324

CHESHIRE - AACI Route 56 Cruise, first Monday of the month, 7.30pm at the Hollow Tree pub, by Jct 10 of M56. Family pub with restaurant, kids' play area. Charity raffles etc. All welcome. Tel: Brendan 07909 918995, Angie 07801 656590 or go to www.route56cruise.co.uk

**CORNWALL** - Surf Coast Cruisers meet first Saturday of the month at Starbucks, Chiverton Cross (A30) 6pm and then cruise out and third Saturday of the month at McDonalds, Hayle 6.30pm then cruise St Ives. Contact Adrian on 07717 477107.

**CORNWALL** – First Saturday of the month, meet McDonalds, Fraddon, on the A30, 7pm, then cruise Newquay Tel 01208 814210

CORNWALL - Cornwall American Car Owners meet third Saturday of the month at the Victoria Inn, on the A30, Roche, 7.30pm. Tel. Andy 01726



CORNWALL - Meet at Route 38 American style Diner, on A38 at Trerulfoot Roundabout, Meet from 12.30 every third Sunday of month. See website for cruise info www.route38carclub.co.uk Contact: Steve on 07768 267104 or 01822 854675

**COVENTRY** - Sunday lunchtime and other meets throughout the year. Paul on 07866 547141 or email AAClwarwick@AmericanV8.co.uk

CROYDON - Second Sunday of the month, Valley Park, Purley Way (A23), near Ikea/McDonalds, 4.30pm, Tel Derek on 07724 752512, or Brian 01737 556499 or 07836 367317

**DARLINGTON** – Last Friday of the month, April to September. Quaker Cruise, McDonalds, Morton Park, off A66 bypass 7.30-9pm, then on to the Fighting Cocks. Details from Cath 01325 350268 or lan 01325 288365

**DEVON** - Devon Cruisers - Custom Classic and American. Meet at 2pm on the third Sunday of the month from April to September at various locations. Please see us on facebook for further details or contact Craig on 07973 471125.

**DEVON** - Informal meet at Chandlers Bar. Queen Annes Battery Marina, Plymouth PL4 OLP every Sunday morning from 10am. All cars welcome. **DEVON** – Exeter. Anyone interested in becoming part of a new cruise in the Exeter area, please

contact Chris on 07912 559819 or email

crazvhatman@hotmail.com

**DEVON** - BURNOUT Auto Club - Custom Classics and American meet at 3nm and Cruise from the Wrey Arms, Sticklepath, Barnstaple, third Sunday of the month April to September, Contact Craig 07973 471125 or see us on Facebook

**DORSET** - Third Monday of each month at the Old Thatch 285 Wimborne Road West Ferndown Dorset BH21 7NW from 7:30pm every Sunday at Viewpoint, Parkstone, Poole from 2pm, National Can-Am Car club 07989748094

**DUNDEE** - Meet on the last Sunday of the month at The CraigTay hotel, Broughty Ferry Road, Dundee from 7.30pm. Tel: Ally 01382 801038

**DUNDEE** – The Knightriders meet every Tuesday, 7 30nm, at The Marmalade Pot, Riverside Drive Dundee, just west of Dundee airport, All welcome. Tel: Kenny 01382 770958 or see www.v8block. pwp.bluevonder.co.uk

**EDINBURGH** – Meet on the last Saturday of the month at KFC. Craigleith, about 8pm, then cruise along Princes Street to West Maitland Street. See www.ill-eagle.co.uk

ESSEX - Bungalow Diner at Marks Tey, 45 London Road. CO6 1EB. Every 2nd Thursday from 7pm is hot rods, rat rods, customs and vanks. Call 01206 210 972 or see: www.bungalowdiner.co.uk

ESSEX - Meet at Bobby Jo's 50s Diner, 11-12 Fastern Esplanade, Southend SS1 2FR every Thursday evening from Easter to October. Free tea and coffee for owners of American or classic cars and 10% off food. Large car park opposite diner. ESSEX - American Independents Car Club meets

twice monthly, 8pm, second Sunday and last Tuesday of the month, at the Albion Pub, A13 r/ bout, Rainham. Tel: Rita on 0208 501 0142.

ESSEX - Meet at The Dick Turpin, A127 Southend arterial road, Wickford, every Wednesday from 8m. Call Frank on 07986 909423

ESSEX - The AACI Essex meet on first Saturday of month, 7.30pm, Holmwood Farm, Slough Lane, Danbury CM3 4LX. Tel Tony 07836 246902.

ESSEX - Meet every Wednesday at Frankie & Benny's, Galleys Corner, Braintree, 8pm. Tel: Robin on 07721 793308

ESSEX - Mustang Owners' Club GB Essex Group. Now meet every third Fri of the month at The Fox & Goose, Ongar Road, Cooksmill Green, Chelmsford, Essex, CM1 3SN T: 01245 248245 e-mail: info@ foxandgoosepub.co.uk from 6pm onwards. For more info email: Les Hughes, lesuze@ntlworld.com

ESSEX - The Pontiac Drivers' Club meets on the third Monday of the month, 8pm, at the Green Man, Tylers Road, Roydon Hamlett. Tel: Graham on 01268 473492, Joanne on 01268 419652 or see www.pontiacdriversclubonline.co.uk

FIFE - Meet on the second Sunday of the month at KFC. Fife Leisure Park. Jct 3 of M90 from 6.30pm, April to October. See www.ill-eagle.co.uk or StewartDrk@aol.com

GREAT YARMOUTH - GYAAC meet at the White Swan, North Quay, Great Yarmouth every Monday from 8pm, May-Sept. Tel: 01493 740863 or email mal toll@rit co.uk

**GUILDFORD** CRUISE – Burger King, Ladymead Retail Park. First Sunday of the month. Tel: Roy on 01483 856744

HAMPSHIRE - South Coast Teds Bock 'n' Boll Club monthly Record Hop and Bands, at Twyford Social Club, Queens Street, Twyford, Hants, For more info tel. Dave 07580 027468; Steve 07739 635044: Glenn 07804 281146

HAMPSHIRE - Victory Wheelers meet first and third Wednesdays at The Plough, Portsmouth Road, Bursledon, Southampton SO31 8BT, 8.30 to 11pm. HAMPSHIRE - meet in Hampshire at The Royal Oak Christchurch Rd. Downton, Lymington, Hampshire, SO41 OLA On the 4th Sunday of each month at 2pm onwards. Very large car park. Pub grub and drinks available, bbg outside on most meets. We also have a DJ playing 50s/60s music on every meet frm 3pm, All classics of American/British/European/ Japanese Customs and Hotrods and all classic and custom motorcycles very welcome. Contact Derek 07717 791912 or Mark 07734 168954. HARROGATE - Harrogate Knights CC "End of

Month Cruise". Meets last Saturday of the month from 5pm, McDonalds, St James Retail Park, Grimbald Crag Way, Knaresborough, Nr Harrogate, **HEMEL HEMPSTEAD** – Hemel Valley Cruisers meet at the Marchmont Arms pub. Piccotts End. every Thursday, 8pm, Tel: Nick 07958 764045 or see http://nickstep.cwc.net/index.htm

HEREFORD - American & Hot Rod Club meet first Thursday each month at The Grandstand. Grandstand Road, Hereford HR4 9NH, Everyone welcome, Contact Mark at westernautos@mac. com or phone 01432 358518

**HERTFORDSHIRE** – A602's Cruise Night is every third Wednesday of the month from 7pm onwards at the Three Horseshoes. Hooks Cross, Watton at Stone, Hertfordshire SG14 3RY

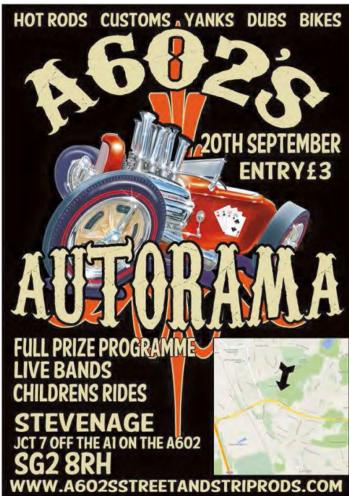
HERTFORDSHIRE - A602's Breakfast Club is every first Sunday of the month from 10am onwards at the Harvester, Roaring Meg Retail Park, London Rd, Stevenage, Hertfordshire SG1 1XN (Chairman) Stewart

**HERTFORDSHIRE** – LA Roadsters and Pontiac Owners' Club meet first Saturday of each month from 11am to 2/3pm at The Crocodile Pub, College Road, Cheshunt, Herts, EN8 9NQ. Big car park, kids welcome. Call Andy K on 0208 801 1953.

## Want your event listing here?

We need all details in writing, so you can either post them to us at Classic American Events, Media Centre, Morton Way, Horncastle, Lincs LN9 6JR, e-mail to email@classic-american.com or fax to 01507 529399. It's free, and your listing will stay on these pages until the event has passed.







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**HERTFORDSHIRE** – Mustangs and Mopars meet at the Three Horseshoes, Hooks Cross, Watton-at-Stone, Herts on the A602, second Wednesday of the month from 7pm. Contact www.mocgb.net **HULL** - The Yorks Yanks meet at The Sandpiper, Melton Park HU14 3HE, on the first Sunday of the month at 6pm onwards. Yanks, rods, classics, cars and bikes all are welcome. See our website and free to join forum for details. www.Yorksyanks.co.uk IRELAND - GAScc meet on either the first or third Wednesday of the month at the Viaduct Inn, Bandon Road, Bishopstown, Cork. Check www.

gascc.ie for latest information. IRELAND - The Southcoasters meet on the second Wednesday of the month at the Viaduct Inn, Bandon Road, Bishopstown, Cork. Check www. southcoasters.ie for latest information.

IRELAND - Cadillacs of Ireland Register. Email Nick Stratta on cadillacsireland@gmail.com or call on 085 828 9922 (Ireland) or 07775 704205 (UK) IRELAND - Kilbeggan Co. Westmeath. The Midland American Auto Club (MAAC)meets at their clubhouse opposite Kilbeggan Racecourse at 7.30pm every Thursday evening. Kilbeggan is off junction 5 of the M6. All are welcome, new and old faces. See website www.maac-ireland.com or facebook www.facebook.com/midland.american. auto.club for more details. Or speak to Joe Keenan (Club Chairman) on 0872 388400, Eamon Fidgeon (Club Secretary) on 0871 271015 or Nick Stratta (Club PRO) on 0858 289922. If dialing from outside Ireland drop the leading zero and dial 00 353, so 00 353 87 for example

ISLE OF MAN - First Wednesday of the month, various venues, see www.manxyanks.com KENT - The Pontiac Drivers' Club meets first Wednesday of the month, at the The Moat, London Road, Wrotham, Kent TN15 7RR. Tel: 01795 476796 for information.

KENT - Third Sunday of the month, 4.30pm, at Dover Seafront, then up to Tesco car park, White Cliffs Business Park, Whitfield, Dover. All classic vehicles welcome. Tel: Nick on 07412 530608.

KENT - Kent Mustang Owners meet first Saturday of the month from 6pm at American Diner, Ashford, Jct 9 off M20, follow A28 signs. Tel: Kev 07900 262699 or Steve 07867 977279 for details.

LANCASHIRE - The Swan Hotel, Hindley Green, Wigan A577, second Tuesday of the month. All welcome. Tel: 01942 522692 or 01942 254868. LANCASHIRE - Rawtenstall cruise, now at the Cobblers Inn, New Hall Road, Rawtenstall, just off the M66. Second Friday of each month from 7pm March-September. Good food, kids' play area, everyone welcome. Contact John at rawmopar@ talktalk.net for more info.

LYTHAM ST ANNES - Fylde Rugby Club floodlit car park, Blackpool Road, Ansdell. Second Thursday of the month, 7pm onwards.Food and drink available. Tel: Richard 01253 735314 (day); 01253 722057 (eve).

LEEDS/BRADFORD - LA Cruisers meet at the Spotted Cow, Whitehall Road, Drighlington, Leeds, every Tues, 9pm onwards. Tel: 0113 252 7923 or www.lacruisers.org.uk; la.cruisers@ntlworld.com LEICESTER - AACI meet last Saturday of each month at 2pm at The Elms, Rugby Road, Lutterworth, Leics LE17 4BP. All clubs, customs, rods, bikes etc. welcome. Call Ozzy on 07845 886240 or email ozzymotorsports@hotmail.co.uk

LEEDS - Second Saturday from 7.30pm at the Burger King, Jct 1 of the M621, Leeds.

LEICESTER - AACUK meet third Wednesday of each month at The Plough Inn, Burrough Road, Ratby, Leicester LE6 OXZ. Live Rock 'n' Roll DJ. All clubs and vehicles welcome from 7pm. Call Roger on 0116 259 5276 or 07802 370 645 for details. LICHFIELD, STAFFS - Bowling Green, Lichfield,

Jct of A461 and A51, third Wednesday of the month, 7.30pm. Call Tony on 01543 675666 or www.rodding.co.uk

LINCOLNSHIRE - Witham and Blues, Langrick, PE22 7AJ. Petrolheads, every Tuesday, starts at

LINCOLNSHIRE - County Cruisers meet at The White Horse, Marsh Chapel, near Louth on the second Wednesday of the month. Tel: Clint 07519 791890 or Neil on 07778 003229 or see www.bombercountycruisers.co.uk

LINCOLNSHIRE - Meet on the fourth Sunday of the month, noon, at the Dove Cote on the A46 between Lincoln and Newark. Tel: Dave on 07702 693448 or see www.aaci-lincs.co.uk

LONDON NW10 - The Executioners Hot Rod Night meet at the Ace Cafe, Stonebridge, North Circular, first Wed from 6pm, Also, All American pre-Chelsea Cruise meet from 4pm, last Saturday of the month. Also, All-Ford meet, second Monday from 6pm. Also, Harley night, last Thursday from 6pm. Tel: 0208 961 1000 or www.ace-cafe-london.com LONDON NORTH - Southern Bootleggers UK Last

Sunday of the month from 12pm. McDonalds, Friern Bridge Retail Park, New Southgate, N11 3PW. Newcomers welcome. Contact Dean 07583 374578/Wesley 07450 688560.

LONDON N16 - Rockabilly Tuesdays, every Tuesday at The Eye, 79-81 Stoke Newington High Street. Live music from The Night Shakers plus record hop, 8pm-11.30am. Free entry. Tel: 0207 923 7781

LONDON - The Chelsea Cruise, on the last Saturday of the month, 7.30pm, Chelsea Bridge/ King's Road area. Tel: Derek on 07724 752512 or see www.chelseacruise.co.uk

LONDON - Ace Cafe meet on last Saturday afternoon of month. North Circular Road, London. NW10 7UD

LONDON - LA Roadsters & N London POC meet first Sat of the month at The Crocodile, College Road, Cheshunt EN8 9NQ 11am-2/3pm. Contact Andy 0208 801 1953. Children welcome, big

MANCHESTER - AACNW meet first Sunday of the month, largest cruise at the Krispy Kreme, Barton Dock Road just behind the Trafford Centre. Jct 10 M60. 100+ vehicles, everyone invited, discounts and other offers. From 9.30am. Contact Gordon on 07761 952540 for details.

MERSEYSIDE - AACNW meet second Sunday of the month, Eight Towers Hotel, off Danns Road, Widnes, large car park, good cheap food, meet up from 12.30pm, for chat, food and discussions. Contact Graeme on 0151 510 0488, or Tom 01744 609404

**MERSEYSIDE** – The Merseyside American Enthusiasts' Club meets on the last Sunday of the month at The Gamebird pub, St Helens (on East Lancs Rd) from 7:30 onwards.Call Rich/Denise on 0151 475 2059 or go to www.americanmuscleuk.

MERSEY/CHESHIRE - Meet second Sunday of the month, 1pm on, Eight Towers, off Danns Road, A56 near Fiddlers Ferry power station, Widnes WA83RA. Details from Graeme 0151 510 0488. MIDDLESEX - Mustang OCBG, Damn Yankees and Pontiac Owners' Club meet on the first Tuesday of each month all year round at Whitewebbs House, Brewers Fayre, Whitewebbs Lane, Enfield, Middx, EN2 9HH. Contact Gary on 0208 505 9930 or Irv on 0208 279 6233. MIDDLESEX - Various weekend meets at the

London Motor Museum, RAF West Ruislip, Aylsham NORFOLK - Landsharks AAC meet at North Tuddenham Lodge, third Sunday of the month at 2pm. Tel: Lee on 01362 858978, Guy on 07881 583746 or www.landsharks.co.uk

NORFOLK - King's Lynn Kruisers meet every Thursday at the Coach and Horses, Tilney All Saints, near Kings Lynn (on old A47). Tel: Wendy for details on 07883 091339.

NORFOLK - East Coast Pirates meet first and third Sunday from 1.30pm onwards throughout the year at Joy Land 50s diner, Great Yarmouth seafront. All American, custom, hot rods, classics and bikes welcome. Tel: Steve 01493 440539 or go to www.eastcoastpirates.co.uk

NORTH EAST - NEACC meets on the first and third Sunday of each month at the Angel View Inn, Eighton Banks, Gateshead from 8pm. Everyone welcome.Contact Bill Horn on 0191 536 2202 or Karen on 0191 555 0563; northeastamerican@ vahoo.co.uk

PRESTON - First Friday of the month at the Lea Gate pub, Blackpool Road PR4 0XB, 7pm. Call Pete on 01772 652203 for details.

PLYMOUTH - Plymouth Owners' Club GB. Contact Barry Reece at jillnbarry@reecejill. orangehome. co.uk or tel: 01986 784305.

ROTHERHAM - Meet first Wednesday of the month at Sitwell Arms, Pleasley Road, Whiston, S60 4HQ

SHEFFIELD - Steel City Cruisers meet at the Stock Yard pub, Hallaby Ind Est, two mins from Jct 1 of the M18, last Saturday of the month. April-Oct. Tel: 01709 541116.

SHROPSHIRE – 49'ers American Car Club. Alternate Thursdays from April, monthly from Nov - April, Yew Tree, All Stretton, Shropshire. 7 pm-ish. Tel. Jon 07531327483 for next meet.

SOMERSET - AACI meets second Sunday of each month 12-3pm at The Frome Flyer, Jenson Way, Commerce Park, Frome Somerset BA11 2LD. On Frome bypass A361. Tel: Simon 07809 365822

**SOMERSET** – AACUK meet first Tuesday of each month at The Golden Heart, Down Road, Winterbourne, Bristol, BS36 1AU. Contact Steve on 07851 279003 or email steve.o.123@hotmail.

**SOMERSET** – The Blue Ridge Runners meet at the Royal British Legion, Main Road, Pawlett, near Bridgewater, first Tuesday of the month(previously Monday), 7.30pm. Tel: Paul on 01278 683669. SUFFOLK - Iceni CAR Club meet at The Ram, Bridge Street A1065, Brandon, 1pm on first Sunday of the month. Tel: Tony 01842 810720. SUFFOLK - AACI. Orwell Crossing (eastbound A14 - Ipswich). 10am-1pm last Sunday of month. Tel: Charlie 07767 325669 or 01473 437515 or www.aacint.com

SURREY - Blood, Sweat & Gears Breakfast Meet, first Sunday of the month 10am-noon. The Coach House, Chelsham Common, Warlingham, Surrey CR6 9PB, Full breakfast, bacon rolls, music etc. Tel: Lee on 07950 258704

SURREY - AACI Surrey meet at 2pm, the Monkey Puzzle pub next to Chessington World of Adventures, All welcome, cruise out to Guildford at 3.30pm. Tel: Dean on 07919 995676 or see www. aacint.com

SURREY - Krispy Kreme, Shannon Corner, New Malden KT3 4NA, third Sunday of the month. 10am onwards 15 mins from M25 on A3 Fmail: dw123@hotmail.com

SUSSEX - AACI meet at The Friars Oak Hassocks on A273, 8pm on third Wednesday of the month. Tel: Dave 01903 244051

SURREY - Meet at the Fairmile Pub Portsmouth Road, Cobham KT11 1BW on the 3rd Sunday of every month. Not affiliated to any club but all clubs are welcome. Open to hot rods, classic cars, and motorcycles or any vehicles of interest.

EAST SUSSEX - 1066 Cruisers meet at the Mermaid, De La Warr Parade, Bexhill on Sea, on first Sat of the month, 7.30pm. Tel: Scott, 01424 893674 or Kim, 01424 892297.

SUSSEX - Last Sunday of the month from 5.30pm, Burger King, Goldstone Retail Park, A270, Hove. Tel: Bob 01273 566711

EAST SUSSEX - Lone Star Auto Club meets at The Green Man of Ringmer, Lewes Road, Ringmer, BN8 5NA on the second Thursday of the month from 7pm. All welcome. Any queries tel. Eric 01444 242875. www.lonestarautoclub.co.uk for details. EAST SUSSEX - Car Wash Diner Cruise Nite. 2nd Saturday of the month April-October. Car Wash Diner, Hurst Green (On the A21) TN19 7QY. On the

SHROPSHIRE - 49'ers American Car Club. Alternate Thursdays from April, monthly from Nov April, Yew Tree, All Stretton, Shropshire. 7 pm ish. Jon 07531 327483 for next meet.

E Sussex/Kent border. 6pm onwards.

SURREY/KENT - Breakfast Meet. First Sunday of the month THE BULL (formally The Coach House), Chelsham Common, Warlingham, Surrey CR6 9PB. Not affiliated to any club. All clubs welcome. Open to Classic cars, Yanks, Rods, any vehicles of interest. Great food. New management.

SWANSEA - Sunday afternoon runs, Call Mark. 6-7pm, on 01639 771445 for details.

**SWINDON** – All Yanks, bikes, rods, vans, trucks etc welcome to meet up at the Sunn Inn, Coate Water, SN3 6AA. Tel: lain 01793 877399.

TYNE & WEAR - The North East ACC meets first and third Sunday ever month at the Angel View, Eighton Banks, Gateshead from 8pm. Everyone welcome. Contact Bill on 0191 536 2202, or Karen on 0191 523 7723; northeastamerican@ yahoo.co.uk

TYNE & WEAR - Tyneside American now meet at The Hearth Cafe, Main Road, Horsley, Northumberland, NE15 ONT in the first Friday of the month (April-October) from 7.30pm. For more details please contact Norman and Gerry on 0191 4132334 or Sue & Paul on 07500 463 192.

**TYNE & WEAR** – Geordie RAC meet at McDonalds

drive thru, Metro Centre, Gateshead, second Wednesday of the month, 7.30pm, April-October. Tel: Alan 01207 570265 or www.geordierac.co.uk NORTH WALES - The Guzzlers meet first Weds of the month at The Beachcomber pub, Beach House Road, Llandullas, off the A55 near Abergele, 7.30pm. Tel: Doug on 01745 827392, leadshed@ aol.com or www.guzzlerskarklub.co.uk

WARWICKSHIRE - The Butty Run, Long Itch Diner, Southam Road, Warks CV47 9QZ. First Sunday morning of the month (except March and June). See www.butty-run.com

WARWICKSHIRE - Bosworth Classic Car & Bike meet on the last Tuesday of the month from 6.30pm at Bosworth Water Trust. Market Bosworth, Warks CV13 6PD. Co-organised by The Coventry Cruisers and open to all vehicles. BBQ, bar and food, kids rides and playground. Tel: Kev on 07914 071093 or go to www.coventrycruisers@tiscali.

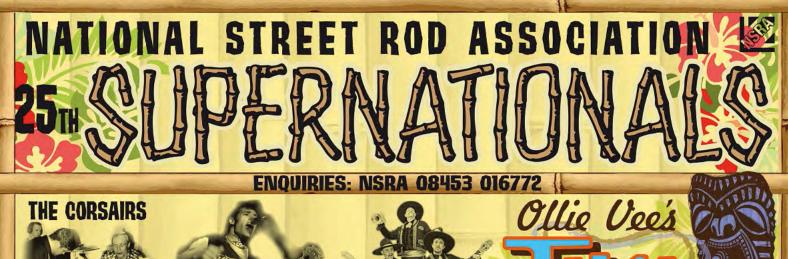
WARWICKSHIRE - The Red Lion Rendezvous meets first Sunday of the month at the Red Lion, A3400 Main Street, Long Compton, Warwickshire near Chipping Norton. Tel: Jenny on 01608 684221 or Mel 07792 305751.

WEST MIDLANDS - Britannic Assurance PLC, Wythall Green, off Middle Lane, Wythall, Birmingham. Second Tuesday of the month (May-September inclusive) from 7pm. Second Sunday of the month (Oct-Apr inclusive), 11am-3pm. Tel 01564 822800

WESTON SUPER MARE - The Tropicana, Westonsuper-Mare seafront, last Tues of the month 7.30-8.30pm, then to Big Apple diner.

WORCESTER - AACUK meet at The Crown Inn. Hallow on the A443, Tenbury Road just outside Worcester every third Wednesday. All clubs welcome, Phone Mel 01905 351955.



















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# Club Events







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### WROXALL ABBEY HOSTS INTERNATIONAL STUDEBAKER MEET

The Wroxall Abbey and Estate in Warwickshire hosted the annual European International Meet of the Studebaker Owners Club (SOC) UK over the May half-term holiday. A total of 19 Studebakers and two Packards were in attendance from around the globe, including a rare 1931 President Model 80 Four Seasons Roadster recently imported from Switzerland.

SOC UK editor Greg Diffen also provided a selection of cars from his collection for those who couldn't bring their own cars over for the annual International meet. These included a 1937 Studebaker Dictator Sedan with an Australian body by T J Richards of Adelaide, and a Packard Super Eight limousine. With Hawks and Champions aplenty, there was a wide variety for Studebaker fans to enjoy. Former director of advertising and public relations for Studebaker Canada, Stu Chapman, also gave the group a very insightful talk on his years at Studebaker between 1963 and 1966.



Car club events co-ordinator for Wroxall Abbey, Gemma Williams, said: "The gathering lasted four nights, and we offered different activities and meals every night to make the best use of the estate. It's the first time we've hosted the club, but it was a great success and a brilliant event. There was a real family atmosphere, especially on the last night when everyone sang round the piano!"

The event saw members partake in The Shakespeare

Tour, with days out at several places of note in and around Warwickshire. Greg Diffen organised and hosted the event, which included a Godiva Tour of Coventry and a visit to the newly refurbished Transport Museum. "We had people from all over Europe and North America, but fortunately, we didn't lose too many people in the driving events," Greg said. "The tour we organised was derived from our knowledge as Warwick locals."

# 60 Years of the '55 Chevy at Brooklands

The UK Tri Chevy Group are hosting a celebration show, 60 Years of the '55 Chevy, on Sunday, September 6. The show is taking place in a dedicated area within the already successful Classic American Day held at Brooklands Museum in Surrey. The Tri Chevy show area is open to all passenger car derived Tri Chevys and group members from all over the country will be attending.

The response has already been fantastic and this will be the largest gathering of the group this year. Group membership is not required as they welcome all owners of these iconic cars, whether factory stock or highly modified. The UK's largest specialist in parts for these cars, R&R Hot Rods, will also be in attendance with their well-stocked exhibition tent.



Brooklands itself welcomes any classic American vehicle on the day and the entry ticket to the event will give visitors access to all of the usual features provided.

The venue itself has plenty of interest for the whole family but this day in particular will see enthusiasts/owners of a classic American vehicle of any nature well catered for.

For those that have never been before, the atmosphere and facilities there are perfect for a day such as this.

Standard Brooklands admission prices apply. Tickets prices, directions and all other information can be found on the events section



of www.brooklandsmuseum.com. Additional charges apply for the Concorde Experience and the 4D Theatre.

Further details are available here: http://tinyurl.com/o3522ys







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# Will Shiers'

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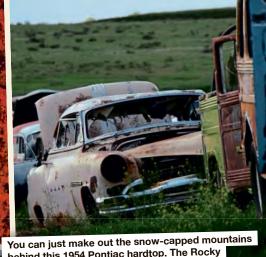
Words & Photography: Will Shiers



The Chevrolet Master and Special were both completely redesigned in 1940, but the 'alligator' bonnet that characterised the cars is missing from this unloved example.



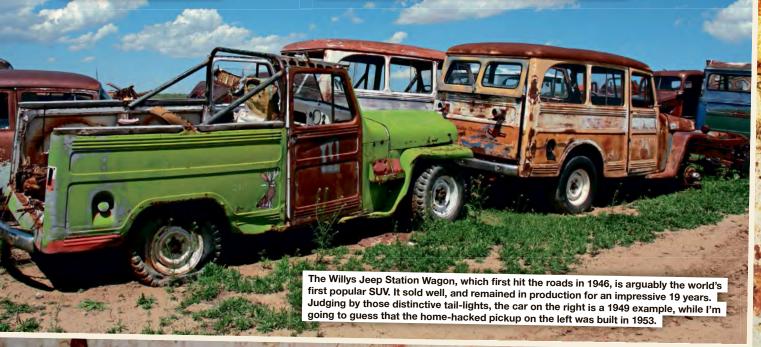
Chevrolet, but in actual fact this is a rare sedan delivery. When I visited the yard last year this van had just been sold, and was about to be shipped to a new home in New York state.



behind this 1954 Pontiac hardtop. The Rocky Mountains stretch 3000 miles from British Columbia in the north to New Mexico in the south,



If ever you find yourself in the Denver area, be sure to take the 20-mile drive north to Martin Supply Inc in Windsor, Colorado. It has been at its present location for over half a century, and this is reflected in the yard's incredible stock. But interestingly, unlike most of the other vintage salvage yards I've been to, this place also has a thriving scrap metal recycling business. So while the front of the business is a hive of activity, with giant machines crushing aluminium cans and old washing machines, the rear of the yard is a sea of tranquillity, with only the sound of wild rabbits running around the 1000-plus classic cars. Although most of the cars date back to the Forties, Fifties and Sixties, there are a handful of Seventies autos, like this rather nice 1978 Lincoln Continental.





It definitely says "1941 Buick Super" in chalk on the side of this car, but it looks more like a 1948 to me. The Super was built from 1940 through to 1958, and was then replaced by the Electra the following year. Check out all those rooflines in the background. It's not often you see this many 1940s cars in one place.



This looks to me to be a 1952 Ford station wagon, but with so much of the trim missing it's hard to be exact.



Note the numerous bullet holes in the back of this 1935 Ford Tudor. This relatively basic car, which came with an 80bhp V8, was popular in its day, and helped Ford to outsell Chevrolet for the first time since 1930.



And here's another interesting small commercial vehicle, a 1966 Ford Ranchero. This truck, which used Falcon front sheet metal, was originally offered with a choice of three engines, the most desirable of which being the 289 cu in V8. Check out those massive oversized rear view mirrors. Presumably it was used to tow a particularly wide trailer.



According to the scribbling on the side, this Ford (probably a 1950), has been sold to a Denis Carpenter. The question is, will he be using it as a parts car or taking on a brave restoration?



This car, which appears to be a 1951 Ford Mainline, has got plenty of good spares to offer.



Although Rambler Americans seem to have quite a high survival rate, this is the first 1958 example we've featured on these pages. The car was sold between 1958 and 1969 over three different generation model styles. The bodywork on this example is in incredibly good condition. If you're interested in this or any of the other cars you see here, call Martin Supply on 001 970-686-2460.



I love this 1960 Mercury Montclair, another first for the Discoveries pages. This car once had a top speed of 119mph, and a 0-60mph time of 9.3 seconds. But while performance was good, fuel economy was not, and most owners found they were lucky to get 10mpg.



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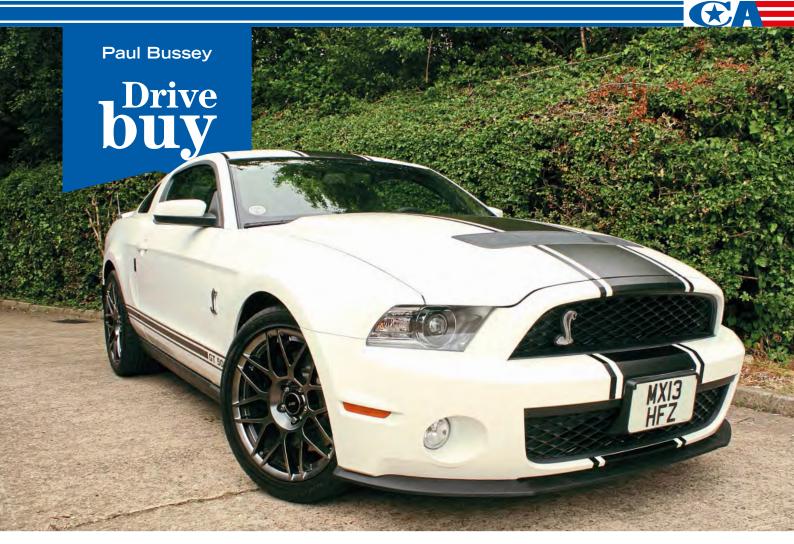


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This month's Drive-Buy is a 2012 Shelby GT500 SVT. It has clocked up a mere 6631 miles, and is to all intents and purposes virtually brand new, finished in gleaming Performance White with Satin Black go-faster stripes. This is definitely very much a go faster GT500, as sitting atop the 5.4-litre 550bhp engine is a supercharger and positioned to the right is an incredibly large cold air induction system. Transmitting all that power

is a six-speed Tremec manual transmission. The name of the guy that built the engine has his signature engraved on a metal plate on the blue crinkle finish valve cover.

This GT500 also features a Ford SVT Performance Package costing \$3,995, that incorporates Recaro leather seats, a 3.73 LSD, unique anti-roll bars, special rear dampers, rear spoiler, etc. The technical specifications also include configurable steering mode, sport, normal and comfort, Brembo brakes feature all round, with 15-in calipers at the front, and wheels are painted forged aluminium

19in at the front and 20in to the rear, shod with Goodyear Eagle 265-40/ZR19 and brand new Continental Conti-Sport 285-35/ZR20, respectively.

The interior is predominantly Charcoal Black throughout, broken only by the silver dashboard fascia and red accents in the centre sections of the leather-trimmed Recaro seats, which have provision for fitting of full harness safety belts, should you wish to push the car to its limits on track days. The seat backs also feature an embroidered Shelby Cobra logo. It's all

### **SPECIFICATION**

Engine: 5.4 litre all aluminium V8/dohc Power: 550bhp@6200rpm Torque: 510lb-ft@4250rpm **Transmission:** Six-speed Tremec manual MOT: N/A Mileage: 6631





fairly masculine inside and there are all the usual accoutrements, such as a fine ICE Shaker 500 sound system, with an electronics package that can store and play 2000 of your favourite tracks, electric windows, air-con, cruise and all the other goodies you'd expect on a well spec'd American car.

The original Shelby Mustangs were all about performance, and this modern equivalent has much the same ethos. Indeed, the best way to get the most out of ownership of this GT500 (relatively safely and legally,) is actually to sign up for some track days. The blisteringly quick acceleration and performance from that 550bhp of supercharged power, means the legal motorway speed limit comes up in a flash and you'll forever be on the alert for speed cameras and police cars and bikes! This supercharged model is so much quicker than a standardspecification engined car that it can't be emphasised enough.

The short throw shifter has a notchy feel when changing gear, and the very tight H pattern takes a while getting used to. It goes without saying that the Brembo brakes are superlative, while the Borla exhaust system is one of the best sounding systems available, without any tiresome resonating boom in the cruise - it's absolutely spot on! ★

### **GOOD POINTS**

Although it's now three years old, this car remains in pretty much superb condition, having only clocked up a mere 6631 miles, and has recently undergone a 6000mile service at Boatwrights. Having the supercharged engine opens up a really fabulous performance envelope, with hugely impressive horse power and torque figures, while at the same time, the car is really user friendly just pottering around town and country roads. It's a modern performance car enthusiasts' dream! Another plus point is that it has the desirable Ford SVT performance package and comes complete with its own Shelby car cover.

### **BAD POINTS**

Being really nit picking, there are a couple of minuscule stone chips on the front bumper. Unfortunately the sat nav is not European specification. There's no spare wheel/tyre, not even a space saver, though there is the recess in the boot floor if you want to fit one. The interior is virtually unmarked, other than a very minor scuff mark on the red leather accent on the driver's seat squab. When new, this car would have had red stripes to match the seat accents, but these have been changed to black, however, either the colour of the accents or stripes can be changed if required, at no cost to the new purchaser.













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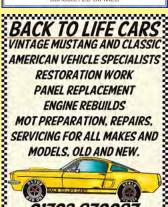
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coupon.

7. Please enclose a stamped address envelope if you would like your photograph to be returned.

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1968, 2-seater sports, 343 CI V8 auto, rare car, one of approx 902 made in 1968; also 1969 AMC Javelin V8 auto, r/h/d, as parts car, £9995 the

Tel. 01366 727171 for more information..



1967, recent de-coke, new springs shocks and brakes, s/s exhaust, seats retrimmed, Grant steering wheel, orig radio working, resprayed 2 yrs ago, tlc, MoT, may p/x, £15,750 ono Tel. 07717 731040; 01376 348437. Essex



1969, Custom convertible, matching nos 5.7 ltr, recent service, lots of money spent, £22,000 Tel. John 07980 434503. Wilts



Stunning, 1953, 2-dr, Straight 8, good chrome work throughout, finished in eye catching two tone, red and black, excellent interior, very solid in every aspect. Must be seen! £16,995 Tel. 07786 937930. Surrey

# **BUICK SUPER**

1950. Footman James Car of the Year, 2014. featured in Classic American Issue 274 Feb 2014, body off restoration, unbelievable restoration. Substantial offers for a unique car.

Tel. . Tyne & Wear Stephen@ramsey3.

orangehome.co.uk for further details & pics



1964, full MoT, ready to drive away, only driven 2 days since imported, lots new stuff inc ball joints, springs, battery, wood bed etc; over 3000 spent,

MoT, reg, £9900 Tel. 07774 322110. B'ham



1955 deville, lovely car, ready to go/show, older resto, lovely to drive as well as pretty, Tel. 07747 863382. Devon



1984, 4.1 ltr engine, 2 dr unleaded, 120k miles. service history, Tel. 07939 668273. Middx

# **CADILLAC SEVILLE ELEGANTE**

1984, one lady owner, chauffeur driven, 29k miles, UK reg, has all books and manuals, lovely condition, £7950

Tel. 01435 810000; 07860 828484, E Sussex



1993, indv pace car, fully loaded with T-tops, 1:645 made, 350 CL LT1 auto, exc cond, imported 2005, owned 10 yrs only, £9995 Tel. 01992 631296, Herts



1957, 4 dr 350, 3 sp manual gearbox, Offenhausei inlet manifold with Holley carburettor, dual circuit braking system, exceptional cond. £12,950 Tel. 075930 57709. Comwall





'57, 4-dr, 283 cu.in, 4bbl power pack, auto, very original, matching nos, car in excellent order, £13.750

Tel. Mike 07792553527 for details. Devon



V6. 8 mths' MoT. economical for an American car ideal daily driver, good sound system with iPod

connectivity, £2500 ono Tel. 07718 238299. W Mids



from a Springfield USA, owned by chat show host after Ôno expense sparedÕ body restoration, best combo red on red, £69,950
Tel. 07778 464091. *Linc*s



5.7 Supercharge, 2WD, winch, tow bar, CB radio, radio/CD, MoT, excellent condition, 1981, very loud. £6500

Tel. 07402 420041. Kent



1965, vgc, 98% needs little, paint good but done 9 yrs ago, split fold bench, insured 10k, deal HD X'Bones, Fat Bob/Boy, S/Slim why? or sell. Tel. lan 07557913989. Notts

**CHEVROLET IMPALA 327** 

V8. 1967, sport coupe, TH400 gearbox, full MoT. clean California car, beautiful condition, new paint, wheels, tyres and electronic ignition, £13,250

Tel. 07961 736016. W Yorks



1979, in need of some restoration (unfinished project), new hydraulic system fitted. Open to sensible offers.

Tel. 07894 488026. Merseyside danielsmatthew@ hotmail.com for more details/pictures



1970, stunning, show winning, western stock, custom trim, 400 cu, must be seen, a real head

Tel. 07973 834588. London





## **CLASSIC AMERICAN READER ADVERTS**



1954, completely restored regardless of cost, 235 engine and 4 speed box, only done 500 miles since restoration, £18,000 Tel. 0777 9194171. Worcs

Pick-up, 1991, 2.8, V6, 115k, 5-speed, £1450 Tel. 01726 823264. Comwall

### **CHEVROLET SUBURBAN**



1989, diesel, 6.2cc, very rare, 9 seater, in excellent condition and underneath, drives smoothly, made up to look old and lumber jack style, £11,995 Tel. 07977 200924. Co Antrim



1996 on Dutch plates, vehicle is in Hendon NW4. lots of money spent on it, 5700cc, V8. Email for more photos and scanned invoices amounting to thousands. Email: kamilkhan88@hotmail.com Tel. 07732 613145. London



4x4, V6, auto tow bar, 8 seats, 115k, MoT Nov. sound engine and gearbox, good cond in and out, reliable daily driver, no rust, red velour int,

ladder roof rack, £1555 Tel. 01932 769676. Surrey



MoT June 2016, 4290cc, V6, £1995 Tel. 07809 110867, Notts

### **CHEVY ASTRO VAN**



1995-1996, 4.3, V6, clean van inside and out. Tel. 07801 817401. Fife

# **CHEVY BLAZER**

1994. Replica 2.0EFI, mechanic owned last 9 vrs. wax-oiled, exc cond for year, reliable workhorse, 4x4, tow bar/CD and multi-speaker stereo, MoT til Sept 15, £1200 or poss swap for Classic/ Custom/Enduro Motorcycle

Tel. 07881 856674. Shrops



Classic station wagon, V8, 5L, mechanically sound, runs great, tidy interior, a body respray will finish her off, MoT, full history, bills over 20k,

accept around £4200
Tel. 075930 15288. Surrey

# **CHEVY STEPSIDE**

1957, 6 cyl, used daily, smooth engine, original California truck, £8950

Tel. 07836 388303. E Yorks northernguitars@



1964. MoT. ready to drive away, only driven 2 days since imported, lots new stuff inc ball joints, springs, battery, wood bed etc, over 3000 spent,

taxed/MoT, reg, £9500

Tel. 07774 322110 for details/quick sale.. W



1953, custom truck, exc cond, custom paint job, beautiful example, drives and sounds superb, imported 2013 and all work done in USA regardless of cost, reluctant sale, £30,000
Tel. 07590 111121. Surrey



"M", 2003, 3.5, V6, auto, quality lpg/petrol conversion, Whitewalls, factory sunroof, alloys, fully loaded, light gold/beige leather, immaculate throughout, £3950 p/x maybe
Tel. 01253 882781. Lancs

**CHRYSLER LE BARON** 



Convertible, 1988, spares or repair due to gearbox problem, 4 new tyres, engine runs well, been sitting in dry storage for about 6 years, **Tel. Paul 07981 700044.** Essex

CORVETTE

Rare in UK believe only two in UK Chipped to 2002 spec plus a 425 hp chip (unused) 34k, extremely good cond, virtually unused interior, full s/h, full UK legal, £18,500
Tel. 07906 957094. London



1977, abc. 4 sp. manual, 55k, new Edelbrock carb and inlet manifold, K&N air filter, s/s brake pistons, new pads, s/h, only done 5 miles last year, o.i.r.o

Tel. John 01462 230760. Herts



1972, rare 454 big block, 4-speed convertible +h/ top, matching nos, just been re sprayed, new s/s exhaust, new soft top, all new chrome, 52k miles,

Tel. 07802 306442. Middx



20k only, 1997, LS1, show cond, silver, black leather, factory magnesium wheel option,  $\mathrm{e/w}$ , e/s. e/mirrors, c/cruise, Bose stereo, ABS, traction control, targa removable top, full history, £16,500 Tel. 07736 158515 for further information. E



1976 manual black/black leather black turbo VEC wheels, 76k, s/steel side pipes, over 5k spent in last 600 miles, receipts to prove, MoT, £9500 Tel. 07967 573123 for more info.. G/os



1971 convertible, 350, 5,7cc, V8, with 4 speed manual transmission, recently imported and registered, original colour, new hood and good hard top included, £28,500

Tel. 07956 247427 or 0208 6936335 eves.





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1976, white/red interior, body off restoration, super original car, owned 17 years, registration VET 862, £15,000

Tel. 0114 2660376. S Yorks



1979, exc cond, high spec car, too much work done to list, UK reg, genuine Florida car, p/s locks windows, mirror T-tops, new a/c, t&t steering, £14,500 ono

Tel. 07812 318627, Shrops



1972, 318 auto, Californian car, zero rust, unrestored original time warp, exc cond, believed to be two family owned cars from new. No canvassers, tax exempt, £13,750 ono Tel. 07930 440121. Lincs



Royal Lancer 2-dr hardtop, 1957, yellow/white, V8, push-button auto, factory air conditioning, very scarce car to find, £17,500

Tel. 01333 312016. Fife

# **DODGE CHARGER 500**

1971, 440ci, 727 Slapstick g/box, disc brake conversion, £25,000 ono Tel. 07785 335940. Essex



1989 Sport convertible pick-up, V6, auto, very rust free, California import, £8995 ono Tel. 0114 2685195. S Yorks



My beloved day van, built in custom, running lights, CB, CD multi changer, CB radio, four captains seats and fold down bench bed fitted, 3.6 Striaght 6 auto, LPG, £1800 no tyre kickers.
Tel. 0781 1026086 eves; viewing welcome by arrangment call for more details . Shrops



Pick-up, 1996, 3700cc, good all round condition. MoT Jan 2016, LPG, £3995

Tel. Chris 01245 322546. Essex



1 ton lwb pick-up, 1952, 6 cvl flat head 4-speed manual, a very rare Canadian truck, drives great, all original condition. £9950 Tel. 07747 636421. Northants



1965. Shelby replica. Dec. '64. C code. 4 speed. bare metal respray, date matching topl oader, strong running 302, super all round condition,

Tel. 07798 614931. Surrey



78, 455 TH400, 9" locker, total rebuild in 90s. starts/drives, mint, nice condition inside and out, loads of mods, £12,500 Tel. 07854 698567

details. Notts twinturboimp@gmail.com



Tudor, nostalgia style hotrod, standard flathead, V8 and 3 speed box, uprated and lowered suspension, many new parts during my ownership, may p/x, no post, 65 no 4 doors £18,000

Tel. 078910 53927. Essex



1999. Quad cab. super duty. 7-3 diesel wheels refurbished, new tyres, MoT Dec, customised by L. A. West of Indiana so not another like it, grey leather interior, super condition inside and out, twin exhaust stacks. £15.000

Tel. 01205 481240. Lincs



1965 Mini van. tax paid, not registered, has a second row of seats and a bed with storage, it has a six cylinder engine, new wheel and tyres. £5250 Tel. 07710 852136. Lincs



1959 Galaxie 500, 4 dr, 289, V8 auto, great condition, owned last 14 years, new interior, genuine reason for reluctant sale, last of the fins and chrome, £10,995 ono

Tel. 07771 375183. Cambs



V8. 390. auto. 1967. new MoT. 17 inch alloys. turquoise, good engine and box, drives well, excellent condition throughout, stunning looking

vehicle, £9995
Tel. 01736 763983. Cornwall



(Australian), 4-dr Sedan, 4 ltr auto, long MoT, drives well, good condition, r/h/d, £1800 Tel. Ray 01778 420362, Lincs



1969 white convertible! £6300, ovno Tel. 07801 817401. Fife



1962. Sunliner convertible, r/h/d owned since 1972, 73,694 miles, MoTs from 1982, very original. £15.000

Tel. 01443 475757 eves 01443 479595.







## **CLASSIC AMERICAN READER ADVERTS**



1966, manual, imported from California, rust free body, interior in good condition, clean engine bay, no rust. More images on request. Tel. 07974 717575. W Sussex

FORD MUSTANG MACH 1

(1971,) 351 Cleveland, manufactured at the Metuchen Plant, New Jersey, H code 351 motor, auto trans, bare metal respray in Torino silver, owned 26 yrs, full history, £21,500
Tel. 07736 158515 for further info.. E Sussex



1978, been in storage for over 8 yrs! in fantastic unrestored condition! year's MoT, may swap or p/x ? Mustang? Corvette? Anything interesting considered? £6995 Tel. 07508 752101. Essex



A great looking pick-up imported from California with recon engine, (351W), auto gearbox with match nos, replaced mild performance cam, fuel pump, Tel. 07985 674144. Herts



1950, 2-dr. imported from States last year, this was a black plate, one owner California car with history, excellent driver condition, nice useable

classic, £10,500 ono Tel. 07718 998497. Cheshire



1951, imported from the states last year, dry state car that is in excellent condition, lots spent to make sure she is a nice useable classic, £11,995

Tel. 07718 998497. Cheshire



1966, convertible, beautiful condition throughout. Tel. 07860 414194. Surrey



1966, Squire Wagon, 289 V8 auto, rare Springtime yellow, good condition, drives beautifully, rust free Californian car, MoT, £11,500

Tel. 01243 825590; 07710 542328. W Sussex



62. Sunliner, ready for summer fun. £14.000 Tel. 01304 206932. Kent

### **GMC CAR TRANSPORTER**



1959 former fire truck, 3,400 miles, 5,5, V8, vac.

Tel. John 07710 535643 for more details.

### **GMC SAVANA 1500**



1999, auto Sherrod body high roof, 5,7 ltr. V8 Vortec, 82k, with dual fuel (twin tanks, 150 ptrs), American racing wheels, matching trailer if interested, £9350 ono Tel. 01246 415444. Derbys

## GMC SIERRA C3



Denali pick-up, 2001, black, 6000cc, V8, auto. petrol, sounds awesome, very quick, MoT until 08/10/2015, new stainless steel exhaust, 4 doors,

Tel. 07798 645820. Cornwall



1977, shovel, low low miles, all original, stunning condition, rare find, ride home, might consider p/x anything of interest, car etc, girl doesn't come with

Tel. 07973 834588. London

### KAWASAKI KZ1000 P



1990, (chips bike ), great looking bike and fun to ride, just had new clutch, chain & sprockets, battery, plugs air filter and oil, MoT Oct, dare to

be different, £2600 ono Tel. 07929 198621. Devon

### **KENWORTH K100**



1982, R.H.D Detroit diesel 6V92, 13 spd Fuller air suspension, drive axle anD tag plated, 44 tons, Px/swop camper why? trailer also available,

Tel. 0771 1043965. Co Tvrone



1978, 400 cu in, 60k miles from new, one owner 34 years, full MoT, fresh import, new tyres, new exhaust, original immaculate paint, drives nice,

£12,500 ono Tel. 07434 398404. Staffs

# **LINCOLN TOWN CAR**

1998, 4.6 ptrs, Signature Signature Series, Touring Sedan, 41k, twice winner Best Lincoln at Americana, new tyres and battery, MoT, Pearlescent deep red, Tel. 0161 4287701. Cheshire

### LINCOLN NAVIGATOR



98, LPG, vgc, lots of new parts and recent service, excellent example - low mileage, cheap to run, £1000 spent this year including new brakes, pipes and all front Wishbones/bushes etc, only

£5995 ono Tel. 07773 901061. Kent



2 ton, 1947, a very rare Canadian truck, V8 Flathead, flat bed body, twin rear wheels, drives very nice, all original and complete, £9950



1969, priced for fast sale, beautiful Cougar, excellent condition inside and out, ready to cruise

Tel. (786) 361-8353. USA mlee305@gmail.com







## TRADERS' MARKETPLACE



### 1951 Ford Shoebox **Custom Sedan**

V8, bone stock original, ran when parked 10 years ago, fantastic patina with no major rust. Cali car.

£6,500 **HUGGY'S SPEED SHOP** 

Call 01827 172906 OR 07968 948886. Email: m111tch@yahoo.com www.huggysspeedshop.com



### 1951/2 Chevy Pickup

Nice original condition, will run, turns over, some rust through cab floor. Cali truck. £5,900

1999 GMC SIERRA TRUCK Double cab, my own truck for last 3 years. Really nice condition. Well maintained £5,900 **HUGGY'S SPEED SHOP** Call 01827 172906 or 07968 948886 www.huggysspeedshop.com

Late, low mileage stock wanted

David Boatwright **Partnership** 01376 552399









Parts Diagnostics Mechanical Repairs

Unit 4 Noels Sidings Ind Est, Station Road St.Georges, Weston-super-Mare, BS227AE 01934 709780 info@americanperformance.co.uk www.americanperformance.co.uk



Silver, 6 speed manual, Z51 pack, lux pack, 26,000 miles £23.950

01270 780232 or 07984 434978 www.chrisgrahamcorvettes.co.uk



### 1981, white with tan leather, 58k, 4 sp manual, 5.7 V8, glass T-top, s/h vgc. £13.950

01270 780232 or 07984 434978 www.chrisgrahamcorvettes.co.uk

## Fast Cane Classics



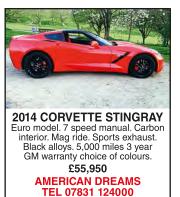
1958 Chevy Delray Big Block Pro St. £24,995



**1967 Camaro** Big Block Auto great car ... **£19,995** 

Web: www.fastlaneclassics.co.uk Email: info@fastlaneclassics.co.uk Tel: 01727 809813 or 07831 362446 Viewing strictly by appointment in Hertfordshire

**Deadline for** advertising in the next issue of Classic American is **Friday July 31 Call Nicole or Sophie** on 01507 524004





## **CLASSIC AMERICAN READER ADVERTS**

# MUSTANG CONVERTIBLE

1972, metallic dark green, Argent silver, Mach 1 stripes, white top, ginger interior, 302ci automatic, p/s, brakes, top, orig wheels, Whitewall tyres, orig cond, £12,992

Tel. 0208 363 9253. Middx



1970, 302 auto, full mechanical rebuild last year, over 10k spent, very solid only covered 300 miles, power roof, steering, brakes, £14,500 Tel. 07968 810419. Herts



1994, with power hood, automatic, vgc, thousands spent including recon engine and gearbox, MoT til July 2016.

Tel. 0141 5777700. Strathclyde



1958, gorgeous chrome, great body, lovely b/w interior, strong V8 and auto, p/b, windows, steering, solid turn key car that will drive anywhere, £17,995 ono Tel. 07768 203264. E Sussex



78, 2 door, T-top, ready to go, £4500 Tel. 0208 3513680. London rockcarslondon70@ googlemail.com

### **MUSTANG 4.6L**



2002, V8, 5 speed manual, many new parts incl clutch, wheels and tyres, £5000 ono
Tel. 07798 656589. Merseyside iain-holme@sky.

### PLYMOUTH ROADRUNNER



1969 Street Strip Coupe, 2 dr. 440 Cl. it's not a clone, the real deal, been street/strip car all its life, orig paint, very minor scuffs, super cond, history, 'Blue Chip investment', £18,000 obo Tel. 07802 962991. Leics



2 door, 6.6. V8 trans am, engine box, front suspension, tax exempt/long MoT, custom rear wings, £9950 ono; p/x Classic yank/British Tel. 07950 440130. Devon

### **PONTIAC FIREBIRD**



1989, V6, automatic, T-top, power windows and mirrors, tilt steering, load cover, 12 months' MoT, solid original car. £2950

Tel. 07976 677614. Dorset

### **PONTIAC FIREBIRD**



350 Chevy, 671 supercharger, too much to list.

**Tel. 01825 761485 for details..** *E Sussex* 

### **PONTIAC FIREBIRD**



2.8. V6. black, recent respray, undersealed, Toad c/locking and alarm, Knight Rider tail lights, nice car, tinted rear hatch lid, Alpine speakers. Call to

Tel. 07564 537562. Strathclyde

Classic American Car Insurance 0800 081 8989 adrianflux.co.uk

### **PONTIAC FIREBIRD**



1979. 10th Anniversary Limited Edition. 6.6. Oldsmobile engine, genuine 18,500 miles from new, al original, £23,000

Tel. 01284 827366. Suffolk

### PONTIAC GTO



1967, hard top, met purple, black vinvl roof, black int, upgraded 455 Cl, 4 sp Muncie, Hurst shifter, may px/swap Charger, Coronet, Roadrunner, Pro-

touring, MoT, £29,995
Tel. 077470 42226. W Yorks

### **PONTIAC TRANS AM**



- 4th Gen, 5.7, new respray, T-tops, LED lights, lots of extras, excellent condition throughout, private plate B9 PON included,

£5500 ono Tel. 07709 486415.

### **PONTIAC TRANS AM**



1978, loads of money spent in the last 2 years. including new interior, new gearbox, torque converter, new brakes all round, MoT until end

Tel. John 07892 436198; 01793 421651. Wilts

### **PONTIAC TRANS AM WS6**



2001 black on black auto only 63k miles imported 10 yrs ago, new Cooper Zeon tyres, car has Koni on car adj shock absorbers, Wings West f/spoiler, GMMG exhaust,

Tel. 01787 277447. near Sudbury on Essex/

# **RAMBLER MARLIN**

1966, 287 auto, excellent condition, present owner for 32 years, faultless drive, £18,500 obo Tel. Steve 07581 865434, Warks

# **WILLYS JEEPSTEF**

1951, convertible, orig unrestored I/h/d example, drives well, no major rust, new soft top and side screens, dull paint and chrome otherwise vacextremely rare and outrageous! t&t exempt,

Tel. 01743 718939. Shrewsbury, Wilts



Ultimate 2010 r/h/d Tunit engine system winch bumper, Safari snorkle, ARB air lockers/ compressor, Teraflex suspension, orig invoices available, 18,800 miles, £30,000

Tel. 07900 245346. Essex











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### For sale

**ALTERNATOR, CHROME,** unused, GM type. Think it is an external regulator type, as plug-in is different to mine, so fitted different alternator, £50 Tel. 0777 3037322. Middx.

**AMC AMX** 1970, 390ci, 4-speed manual, twin grip, back axle, breaking for spares. Tel. Andy 07989 656562. Derbys.

**AMC MATADOR** 1978, Barcelona coupe, 5.9, V8, auto, MoT, 69k miles, 2 tone beige, unusual velour interior, Whitewall tyres, well maintained, self imported 7 years ago, looking for a change, \$5000 ono. Tel. 075800 94615. N Yorks.

BASKETCASE 61 RAMBLER Ambassador, complete, will need lots of imagination and trailer. Tel. 01304 206932. Kent.

CADILLAC DEVILLE 2-door coupe, engine runs well, needs work, met paintwork, good chrome, nearly new, white band tyres, give me call. £2500. Tel. 07901 742151. Leics.

CADILLAC FLEETWOOD Sedan, 1992, white, leather, long MoT, 70k miles, history, owned 7 years, plus Smooth V8 motor, economical EFi engine, £3995 p/x considered Tel. 07950 398750. W Mids.

CADILLAC SEVILLE STS-SLS 1992-1997 model/year, headlamps for r/h/d vehicle's left side of road!! like new, removed from 19k mile car!! wanted: mint l/h/d/ headlamps, Tel. +31.321.315667. Cambs. ferwerda.gfm@kpnmail.nl

CHEVROLET BLAZER 4.3 ltr, r/h/d, tow bar, petrol/LPG, good condition, used daily, 4 spare wheels and tyres, 1999, 87k miles, as new, alt, w/pump, cat, £1650 ono. Tel. Rob 0116 2774490; 07531 590208. Leics.

CHEVROLET STYLELINE DELUXE 1950, chrome grille trims. Tel. Alan 0789 9063984. S Yorks.

CHRYSLER SEBRING 2001 Convertible. Jet Black, Tan electric roof and leather. 45k. 2.7I V6 auto, great MPG. WGC. One previous owner. Nice daily driver, £3300. Tel. 01386 701902; 0771 413 9981 for more info. Glos.

CORVETTE C3 REAR SPOILER finished in bright red, has been shaped to fit my car, fittings all included, good condition, £50. Tel. 07901 514517. N Yorks

CORVETTE PROJECT WANTED MOT failure or plain unfinished, been stood, will collect your Corvette now. Tel. 07739 360486. Mids.

**FORD 69C** 1946, jail bar pick-up, nice genuine condition, lots of history and spares, imported from New Zealand so r/h/d, £14,500 Tel. 07975 752 170. Devon.

FORD FRONT HUB wanted 6 cyl, 4 stud, 60-66 Mustang, Falcon, Comet, mines bent! also shoes if you got them. Tel. Jason 07443 581948; 01736 796990. Cornwall.

FREE FREE.CLASSIC AMERICAN MAGAZINE from No 1 issue until 2015, moving house!! Free. free. Collection only. Tel. 01992 589057. Herts.

HARLEY DAVIDSON XL Sportster, Limited Edition, 2002, in black/silver, 3k additional chrome, LED display in blue, Stage 1, original equipment plus hyper charger panniers, single seat conversion, new MoT with sale, £5995 p/x considered Tel. 07950 398750. W Mids.

JEEP CHEROKEE Orvis 1999, auto, 4.0, petrol, full s/h, red, 104k, MoT Feb 16, exchange Ford Explorer North Face, similar year and price, £1500 Tel. 07511 705671. N Yorks.

MERCEDES 320SL 1997, 95k miles, full s/h, full spec, new MoT, vgc, p/x Day van, Camaro truck, no rubbish please, must be immaculate, £4500 Tel. 07902 883976. Essex.

**OLDSMOBILE BILL CLIP** 35mm dia, in a brass type metal with Oldsmobile over the top, image of a runner in blocks and Faststart 73 underneath, genuine item, £15 inc postage Tel. Alan 01872 575140. Perranporth.

PONTIAC FIERO 1985, 2.5 auto, it is an original car with 55000 miles, very good condition, drives, and everything works. The car was been in the UK for some years, as a museum piece, it isn't registered, no MoT, £2000 ono. Tel. 07936 425584. Lincs.

REGISTRATION NUMBERS both on retention certificates, SXW 454, V6 WNS, offers over £750 Tel. 01354 657592. Cambs.

SEMI TRACTOR/TRAILER radio controled, Tamia fully built, massive spec, even electric legs on trailer, 3 sp auto g/box, very fast, all manuals, boxes etc, cost over £1k, £675 ono plus postage in UK Tel. 01872 575140 for pics.. Cornwall.

**VIPER** registration held on retention, V140PER, £1250 ono. Tel. 07940 511307. Essex.

### Parts for sale

**2 CAMARO BONNETS** for sale, one 3rd gen, one 4th gen, good condition, £40 each. Tel. 07951 946933. Tyne & Wear.

AMERICAN GENERAL XP2000 tyres for sale, P235/60R15 98T, set of four, in good condition, 5-8mm tread still on them, raised white letters. Collect only from York. £150. Tel. 07901 514517.

BUICK WORKSHOP MANUAL Buick 1970/71, huge workshop manual, official GM, all models covered including Riviera Boatail, can post, Tel. 0750 1084121. Hants.

**CADILLAC COUPE** 1959, reconditioned rolling chassis, with recon engine/trans, many spares, £3500. Tel. 01777 701075.

CADILLAC COUPE 1959, reconditioned rolling chassis, with recon engine/trans, many spares, £3500. Tel. 01777 701075 Notts.

CADILLAC HUB CAPS 1959-1958, like new, set of 4 show condition, also have 1958 Cadillac workshop owners manual plus owners service policy book, Tel. 07535 271800. Essex.

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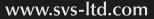


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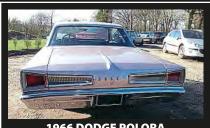
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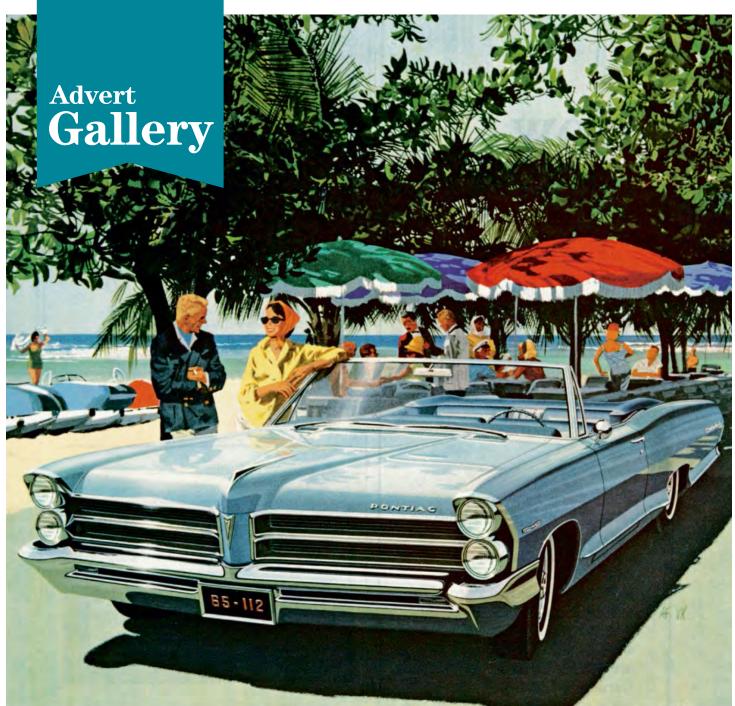


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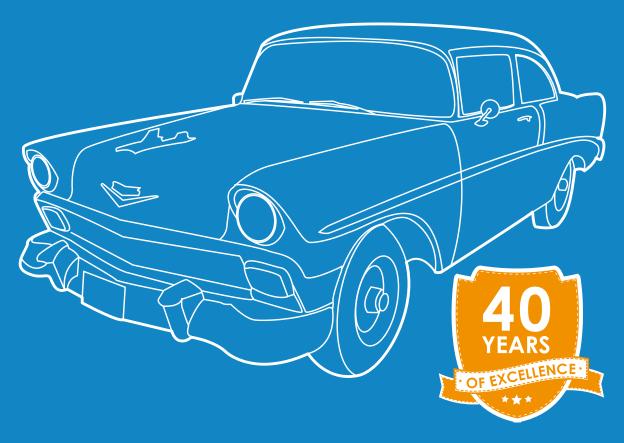
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